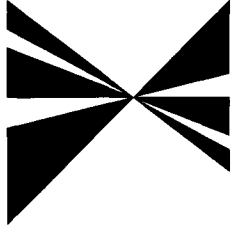


SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

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San Bernardino County: Paul Biane, San Bernardino County • Bill Alexander, Rancho Cucamonga • Edward Burgnon, Town of Apple Valley • Lawrence Dale, Barstow • Lee Ann Garcia, Grand Terrace • Susan Longville, San Bernardino • Gary Ovitt, Ontario • Deborah Robertson, Rialto

Ventura County: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Charles Smith, Orange County

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

No. 451 MEETING OF THE

REGIONAL COUNCIL

**Thursday, April 1, 2004
10:00 a.m. – 2:00 p.m.**

NOTE NEW TIME

**SCAG Offices
818 W. 7th Street, 12th Floor
San Bernardino Conference Room
Los Angeles, California 90017
213/236-1800**

Agenda and map enclosed

**Agendas available on the
web at www.scag.ca.gov**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Shelia Stewart at (213) 236-1868 or stewart@scag.ca.gov.

SCAG, in accordance with the American with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. If you require such assistance, please contact SCAG at (213) 236-1868 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1868.

REGIONAL COUNCIL

AGENDA

		<i>PAGE #</i>	<i>TIME</i>
1.0	<u>CALL TO ORDER & PLEDGE OF ALLEGIANCE</u>	Councilmember Perry, President	
2.0	<u>PUBLIC COMMENT PERIOD</u> – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Council, must fill out and present a speaker's card to the Exec. Assistant prior to speaking. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The President may limit the total time for all comments to twenty minutes.		
3.0	<u>CONSENT CALENDAR</u>		
3.1	<u>Approval Items</u>		
3.1.1	<u>Approve Minutes of March 4, 2004 Attachment</u>		01
3.1.2	<u>Approve Proposed Date, Location & Budget for SCAG's 2004 Retreat Attachment</u>		10
3.2	<u>Receive & File</u>		
3.2.1	<u>Contracts & PO between \$5,000 - \$25,000 Attachment</u>		11
3.2.2	<u>Conflict of Interest Listing Attachment</u>		12
3.2.3	<u>Summary of Key Issues and Actions taken by the Policy Committees in February Attachment</u>		13
3.3	<u>PRESIDENT'S REPORT</u>		
3.3.1	<u>Appointments</u>		
3.3.2	<u>Acknowledgement of Dave Elbaum</u>		



REGIONAL COUNCIL

AGENDA

		PAGE #	TIME
3.4	<u>EXECUTIVE COMMITTEE REPORT</u> <ul style="list-style-type: none">Recommendations re: Executive Director's Compensation	President Perry Action	
3.5	<u>NOMINATING COMMITTEE REPORT</u>	Supervisor Kuiper , Chair Action	
3.6	<u>BYLAWS COMMITTEE REPORT</u> Attachment mailed separately Recommended Action: Approve revisions.	Councilmember Dixon, Chair Action	
3.7	<u>EXECUTIVE DIRECTOR'S REPORT</u>		
4.0	<u>ACTION ITEMS</u>		
4.1	<u>Administration Committee Report</u>	Councilmember Dixon, Chair	
4.1.1	<u>Proposed Sublease – Eastside of the 9th floor space Attachment</u> Recommended Action: Approve		16
4.2	<u>Energy & Environment Committee (EEC) Report</u>	Vice Mayor Young, Chair	
4.2.1	<u>Adopt Resolution #04- 451-1 to certify the Final Program Environmental Impact Report (PEIR) for the 2004 RTP and to adopt the Findings and Statement of Overriding Considerations, Mitigation Monitoring and Reporting Program Attachment</u> Recommended Action: Approve		17

April 1, 04 RC Agenda
DOCS# 96682 - Stewart



REGIONAL COUNCIL

AGENDA

		PAGE #	TIME
4.3	<u>Transportation & Communications Committee (TCC) Report</u>	Mayor Garcia Chair	
4.3.1	<u>Approve Resolution #04-451-2 Adopting the 2004 Regional Transportation Plan (RTP) Attachment</u>		90
	Recommended Action: Approve		
4.4.2	<u>Approval of SCAG's participation in Regional Goods Movement and Advocacy Project Attachment</u>		106
	Recommended Action: Approve		
4.5	<u>Communications Task Force Report</u>	Councilmember Proo, Chair	
5.0	<u>INFORMATION ITEMS</u>		
5.1	<u>Monthly Financial Report Attachment</u>	Bert Becker, CFO	114
6.0	<u>FUTURE AGENDA ITEMS</u>		
	Any committee members desiring to place items on a future agenda may make such request. Comments should be limited to three minutes.		
7.0	<u>LEGAL COUNSEL REPORT</u>		
7.1	<u>Closed Session</u>		
	<ul style="list-style-type: none"><u>Morrison v. SCAG</u> Conference with Legal Counsel Government Code section 54956.9(a) Morrison v. Southern California Association of Governments et al. Superior Court, Los Angeles County, Case No. BC 312066		

REGIONAL COUNCIL

AGENDA

PAGE #

TIME

7.1 Closed Session – Cont'd

- Deanna Wetherbee-Distel et al. vs. City of Riverside; County of Riverside; Riverside County Transportation Commission; Riverside County Flood Control and Water Conservation District; Southern California Association of Governments; Riverside Transit Agency; Western Municipal Water District

Conference with Legal Counsel re: pending litigation pursuant to California Government Code Section 54956.9

- HDR Appeal
Conference with Legal Counsel – anticipated litigation
Significant exposure to litigation pursuant to California Government Code Subdivision C §54956.9 (one potential case)
- SCAG v. HCD & BT&H
Conference with Legal Counsel - existing litigation to be heard in closed session in pursuant to California Government Code Section §54956.9(a)

8.0 ANNOUNCEMENTS

The E Region (NARC) Newsletter was emailed to all members. Additional copies will be available at the meeting.

9.0 ADJOURNMENT

The next meeting is scheduled for May 6, 2004 in conjunction with the Annual General Assembly at the Hyatt Regency downtown Los Angeles.

April 1, 04 RC Agenda
DOCS# 96682 - Stewart

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

March 4, 2004

MINUTES

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE REGIONAL COUNCIL. AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Regional Council of the Southern California Association of Governments held its meeting at the SCAG Offices downtown Los Angeles. The meeting was called to order by the President, Councilmember Bev Perry, City of Brea. There was a quorum.

Members Present

Councilmember Bev Perry, Brea, President	District 22
Councilmember Ron Roberts, Temecula, 1 st VP	District 5
Supervisor Hank Kuiper, Imperial County, 2 nd VP	
Supervisor Paul Biane, San Bernardino County	
Supervisor Yvonne Burke, LA County	
Supervisor Judy Mikels, Ventura County	
Supervisor Chirs Norby, Orange County	
Councilmember Jo Shields, Brawley	District 1
Councilmember Bonnie Flickinger, Moreno Valley	District 3
Mayor Lee Ann Garcia, Grand Terrace	District 6
Councilmember Susan Longville, San Bernardino	District 7
Councilmember Deborah Robertson, Rialto	District 8
Mayor Bill Alexander, Rancho Cucamonga	District 9
Mayor Gary Ovitt, Ontario	District 10
Mayor Lawrence Dale, Barstow	District 11
Councilmember Cathryn De Young, Laguna Niguel	District 12
Councilmember Richard Dixon, Lake Forest	District 13
Councilmember Tod Ridgeway, Newport Beach	District 14
Councilmember Lou Bone, Tustin	District 17
Councilmember Alta Duke, La Palma	District 18
Councilmember Art Brown, Buena Park	District 21
Councilmember Paul Bowlen, Cerritos	District 23
Councilmember Gene Daniels, Paramount	District 24
Councilmember Keith McCarthy, Downey	District 25
Councilmember Frank Gurule, Cudahy	District 27
Mayor Pro Tem Bea Proo, Pico Rivera	District 31
Councilmember Margaret Clark, Rosemead	District 32
Councilmember Dick Stanford, Azusa	District 33

Members Present – Cont'd

Councilmember Paul Talbot, Alhambra	District 34
Councilmember Harry Baldwin, San Gabriel	District 35
Councilmember Tom Sykes, Walnut	District 37
Councilmember Llewellyn Miller, Claremont	District 38
Councilmember Paul Nowatka, Torrance	District 39
Mayor Pro Tem Sandra Jacobs, El Segundo	District 40
Councilmember Pam O'Connor, Santa Monica	District 41
Councilmember Dennis Washburn, Calabasas	District 44
Vice Mayor Toni Young, Port Hueneme	District 45
Councilmember Glen Becerra, Simi Valley	District 46
Councilmember Carl Morehouse, San Buenaventura	District 47
Councilmember Greig Smith, Los Angeles	District 59
Councilmember Debbie Cook, Huntington Beach	District 64
Councilmember Ted Burgnon, Town of Apple Valley	District 65
Councilmember Robin Lowe, Hemet	RCTC

Members Not Present

Supervisor Marion Ashley, Riverside County	
Supervisor Zev Yaroslavsky, LA County	
Councilmember Greg Pettis, Cathedral City	District 2
Mayor Ron Loveridge, Riverside	District 4
Councilmember Richard Chavez, Anaheim	District 19
Councilmember Ron Bates, Los Alamitos	District 20
Councilmember Isadore Hall, Compton	District 26
Councilmember Judy Dunlap, Inglewood	District 28
Councilmember Bonnie Lowenthal, Long Beach	District 29
Councilmember Tonia Reyes-Uranga, Long Beach	District 30
Councilmember Sid Tyler, Pasadena	District 36
Councilmember Bob Yousefian, Glendale	District 42
Councilmember Mike Dispenza, Palmdale	District 43
Councilmember Ed Reyes, Los Angeles	District 48
Councilmember Wendy Greuel, Los Angeles	District 49
Councilmember Dennis Zine, Los Angeles	District 50
Councilmember Tom LaBonge, Los Angeles	District 51
Councilmember Jack Weiss, Los Angeles	District 52
Councilmember Tony Cardenas, Los Angeles	District 53
Councilmember Alex Padilla, Los Angeles	District 54
Councilmember Bernard Parks, Los Angeles	District 55
Councilmember Jan Perry, Los Angeles	District 56
Councilmember Nate Holden, Los Angeles	District 57
Councilmember Cindy Miscikowski, Los Angeles	District 58
Councilmember Eric Garcetti, Los Angeles	District 60
Councilmember Antonio Villariagosa, Los Angeles	District 61

Councilmember Janice Hahn, Los Angeles
Mayor James Hahn, Los Angeles
Mayor Bill Davis, Simi Valley

District 62
At-Large
VCTC

Staff Present

Mark Pisano, Executive Director
Jim Gosnell, Deputy Executive Director
Bert Becker, Chief Financial Officer
Colin Lennard, General Counsel
Karen Tachiki, Chief Counsel
Hasan Ikrata, Director, Planning & Policy
Jim Sims, Director, Information Services
Shelia Stewart, Executive Assistant

1.0 CALL TO ORDER & PLEDGE OF ALLEGIANCE

Led by Councilmember Lou Bone, City of Tustin.

2.0 PUBLIC COMMENT PERIOD

Richard Robinson, private citizen, presented comments regarding his involvement in the development of a neighborhood watch as well a treatment services for the homeless downtown skid row. Additionally he asked for Regional Council assistance when implementation of a mobile assistance patrol for skid row has been developed.

3.0 CONSENT CALENDAR

3.1 Approval Items

The following consent calendar items was MOVED (Brown), SECONDED (Mikels) and UNANIMOUSLY APPROVED:

3.1.1 Approve Minutes of Feb. 5, 2004

It was noted the Councilmember Pam O'Connor attended the meeting.

3.1.2 Approval of Contracts

3.1.3 Approve FAA Grant Authorization for \$925,550 (\$833,000 Federal Dollars)

3.1.4 Approve Proposed State Legislative Briefing in Sacramento

8 RC members were approved to participate at the legislative briefing in Sacramento instead of 16.

- 3.1.5 Approve Proposed Date, Location & Budget for SCAG's 2004 General Assembly
- 3.1.6 Approve Resolution #04-450-1 to add Pre-Tax Parking Reimbursement Plan for employee benefits
- 3.1.7 Approve Co-sponsorship of California Congressional Delegation Reception
- 3.1.8 Approve Proposed Cooperative Agreement With the Caltrans Storm Water Program

3.2 Receive & File

- 3.2.1 Contracts & PO between \$5,000 - \$25,000
- 3.2.2 Conflict of Interest Listing
- 3.2.3 Summary of Key Issues and Actions taken by the Policy Committees in February
- 3.2.4 State & Federal Legislative Matrix

3.3 PRESIDENT'S REPORT

- 3.3.1 Appointments
Regional Council Members appointed to Policy Committees
Hon Susan Longville, San Bernardino appointed to EEC

Regional Council Members

District 3 Hon. Bonnie Flickinger, Moreno Valley
District 63 Hon. Thomas Buckley, Lake Elsinore

Subregional Representatives to Policy Committees

From WRCOG	To TCC	Hon. Steven Adams, Riverside
	To CEHD	Hon. Charles White, Moreno Valley

Maglev Task Force

Hon. Frank Gurule, Cudahy

Water Policy Task Force

Hon. Shenna J. Moqet, Calimesa

- 3.3.2 **Appointment of the Nominating Committee**

Supervisor Hank Kuiper, Imperial County, Chair

Supervisor Paul Biane, San Bernardino County
Supervisor Yvonne Burke, Los Angeles County
Councilmember Glen Becerra, City of Simi Valley
Councilmember Alta Duke, City of La Palma
Councilmember Robin Lowe, City of Hemet

3.3.3 Report on Native Americans

Councilmember Roberts reported on a follow-up meeting that was conducted at the Cabazon Band of Indians in cooperation with Tribal Alliances with the Sovereign Nations. He stated that the meeting was set to continue discussions regarding joining SCAG. In addition Councilmember Roberts also presented the roles & responsibilities of SCAG to the Alliance, that resulted in a lengthy discussion. He stated that the target date for a decision to join SCAG was tentatively set for the May meeting. However the May schedule probably won't happen because of pending issues, one of which is the MOU with Cal-Nevada High Speed Rail.

3.5 EXECUTIVE DIRECTOR'S REPORT

Mark Pisano stated that last month a legislative summit was convened. There were 12 Legislators present including the Secretary of Business & Transportation, as well as labor and business leaders of southern California. The purpose of the summit was to discuss what could be a Bi-partisan structure for financing of infrastructure, particularly, transportation. He noted that the basic strategy contained within the RTP, was incorporated into strategy that was discussed. Mr. Pisano reported on the principals that were agreed upon at the summit by the Bi-partisan Caucus Leadership. In addition stated that he also reported on the necessity of making something happen, so that revenues could be obtained to make a finding of conformity this summer.

There was also a consensus trip to D.C. lead by President Perry. The delegation met with both Senators as well as key members of the House, particularly, on the Appropriations Committee.

4.0 ACTION ITEMS

4.1 Administration Committee Report

4.1.1 Draft FY 2004-2005 Overall Work Program (OWP)

Councilmember Dixon, Chair, stated that the Administration Committee recommended approving release of the Draft FY 2004-2005 OWP for review and comment.

It was MOVED (Dixon), SECONDED (Young) and UNANIMOUSLY APPROVED.

4.1.2 FY 2004-2005 General Fund Budget & Dues

It was MOVED (Dixon), SECONDED (Lowe, Kuiper) and UNANIMOUSLY APPROVED to approve Alternative #1 (1.8% CPI increase)

4.1.3 Revised FY 2003-2004 Agency-Wide Budget (including fringe & Indirect budgets) pursuant to B.A. 1

It was MOVED (Young), SECONDED (Kuiper) and UNANIMOUSLY APPROVED.

4.2 **Transportation & Communications Committee (TCC) Report**

4.2.1 FY 2005 Federal Transportation Appropriations Request

Each year in the spring, SCAG prepares its federal appropriations requests for funding in the next federal fiscal year beginning in October. The attached chart lists the region's priority projects.

To continue the work of the Delegation beyond the reauthorization, SCAG has encouraged the Delegation to consolidate its FY 2004-2005 federal transportation appropriations requests into a single document that could be mutually submitted to Congress. The show of agreement and support, it is hoped, would enhance the region's receipt of federal funds beyond what individual agencies could obtain.

If approved by the Regional Council, SCAG will work cooperatively with the county transportation commissions to secure the necessary funding for these projects in the federal FY 2004/2005 appropriations cycle.

The TCC recommended moving forward on the following: 1) Isle 17 Completion; 2) the East/West Corridor; and 3) Maglev Deployment Program. It was MOVED (Garcia) and SECONDED (Talbot)

Supervisor Burke stated that there were some projects that were not considered by MTA. She stated that there was need for clarification on some projects. A meeting will be scheduled with the staff over the next month. Therefore she would be abstain.

Vice Mayor Lowe stated that request for federal appropriations are due March. She felt splitting of projects is unfair to the rest of the region. She made a substitute motion to move the entire list of projects, and stated that

If MTA, wished to withdraw their programs specifically to deal with their concerns – that is left up to MTA.

It was MOVED (Lowe), SECONDED (Cook) with 2 ABSTENTIONS (Burke, Proo) to APPROVED to move the list forward.

4.3 **Energy & Environment Committee (EEC) Report**

4.3.1 **S.1555 (Boxer) California Wild Heritage Act**

Vice Mayor Young, Chair, stated that this bill designates 2.5 million acres and the free-flowing portions of 22 rivers as “wilderness” and “wild and scenic” respectively. These designations restrict some future uses of the land and rivers, but allow the continuation of most presently permissible uses. Presentations were made in support of and in opposition to the bill, staff recommended a support in concept position consistent with the Regional Comprehensive Plan and Guide’s goals of Outdoor Recreation, Resource Protection and Resource Production.

The EEC recommended that the Regional Council approve a watch position.

It was MOVED (Young), SECONDED (Clark) and UNANIMOUSLY APPROVED to watch S.1555 (Boxer).

4.4 **Community, Economic & Human Development (CEHD) Report**

No report

4.5 **Communication Task Force Report**

Councilmember Proo, Chair, stated that the May 6th General Assembly will be held in Downtown Los Angeles. She reported that the Task Force is moving ahead on soliciting and reviewing nominations for the Hagman Award acknowledging the Regional Citizen of the Year. Last minute nominations should be submitted ASAP. Staff has created a Power Point Presentation on this year’s State of the Region report for RC use

Outreach for the RTP - Staff is compiling information on all of the events and activities that occurred for the purpose of documenting that outreach to our Federal agencies. Several members have made presentations to city councils, district cities, and other stakeholder organizations. Staff has developed an on-line data needs survey for all our jurisdictions and other stakeholders. The responses will help SCAG prioritize its future data acquisition and analysis. RC members were encouraged to ask city and county staff to participate in this survey which is now on our web site at www.scag.ca.gov

Staff has also developed an Extranet Site for SCAG RC and policy committee members. This site can be accessed to view and update member contact information.

5.0 INFORMATION ITEMS

5.1 Monthly Financial Report

Bert Becker informed the Committee that the Budget Amendment #1 was approved on February 26 and staff currently is in the process of amending contracts as necessary.

Mr. Becker also presented an update with regards to cash flow. He stated that during January 2004, the Association received Line of Credit (LOC) advances of \$1,510,500 compared to \$1,324,000 in the prior year, an increase of \$186,500. On a year to date basis, total LOC advances have decreased by \$3,474,000 compared to the prior year. At January 31, 2004, the LOC liability was zero compared to \$2,602,000 in the prior year, a decrease of \$2,602,000.

6.0 FUTURE AGENDA ITEMS

No items presented at this time.

7.0 LEGAL COUNSEL REPORT

7.1 Closed Session

- Morrison Claim
Conference with Legal Counsel – anticipated litigation
Significant exposure to litigation pursuant to California
Government Code Subdivision C §54956.9

There was nothing to report out from the closed session at this time.

- HDR Appeal
Conference with Legal Counsel – anticipated litigation
Significant exposure to litigation pursuant to California
Government Code Subdivision C §54956.9 (one potential case)

No closed session on this item.

- SCAG v. HCD & BT&H
Conference with Legal Counsel - existing litigation to be
heard in closed session in pursuant to California
Government Code Section §54956.9(a)

No closed session on this item.

8.0 ANNOUNCEMENTS

Mayor Talbot announced that Councilmember Talmage Burke passed away on Monday, March 1, 2004. Councilmember Burke served on Alhambra City Council for fifty-two years. He was the longest serving Councilmember in the City of Alhambra. A memorial service is planned for the week of March 8th. Councilmember Washburn announced that the Calabasas city council closed in memory of Councilmember Burke.

9.0 ADJOURNMENT

There being no further business the Regional Council closed in memory of Councilmember Burke. The next meeting is scheduled for April 1, 2004 at SCAG Offices.


Mark Pisano, Executive Director

REPORT

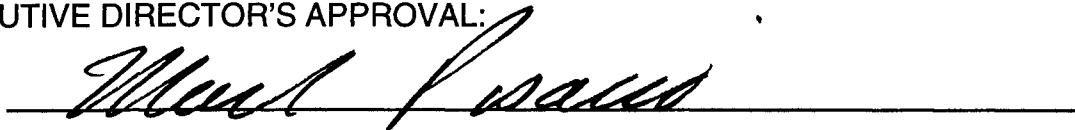
DATE: April 1, 2004

TO: Regional Council, Administration Committee

FROM: Barbara Dove, Government Affairs Analyst
(213) 236-1861, dove@scag.ca.gov

SUBJECT: **Proposed Date, Location, and Budget for
Regional Council Retreat**

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Approve the proposed date, location and estimated budget for the 2004 Regional Council Retreat.

BACKGROUND:

The annual Regional Council Retreat provides an opportunity for RC members to consider any internal issues they deem appropriate, to review the past year's efforts, and to explore the program focus for the coming year. The schedule also includes the regular monthly meetings of the policy committee and Regional Council.

Date: Wednesday and Thursday,
June 2 and 3, 2004

Location: Temecula Creek Inn

Budget: Estimated cost is not to exceed \$15,000.

BUDGET IMPACT:

Funds have been allocated in the FY 2003-2004 General Fund Budget to support this activity.



B Dove 4/1/04
2004 RC Retreat Budget Request to RC
Doc # 96614



REPORT

DATE: March 11, 2004

TO: Administration Committee
Regional Council

FROM: Sam Mehta, Contracts Manager (213) 236-1813
Email: mehta@scag.ca.gov

SUBJECT: Contracts and Purchase Orders Between \$5,000 - \$25,000

RECOMMENDED ACTION: Information Only

SUMMARY:

The Executive Director executed the following Purchase Order between \$5,000 and \$25,000

- National Data Systems \$ 5,520
Additional Modeling Disk Space
Funding Source: Indirect Overhead

BACKGROUND:

Pursuant to the recommendations from the Best Practices Contracts Committee and KMPG, the Regional Council approved the execution by the Executive Director, Purchase Orders between \$5,000 and \$25,000 and the listing of all such Contracts and purchase orders on the agenda as information only.

REPORT

DATE: March 11, 2004

TO: Administration Committee
Regional Council

FROM: Sam Mehta, Manager; Contracts (213) 236-1813
Email: Mehta@scag.ca.gov

SUBJECT: Conflict of Interest Listing

RECOMMENDED ACTION: Information Only

Listing of all agenda items involving consultants, vendors, or other groups to all members to determine whether they have conflicts

Item

3.2.1

- National Data Systems

Community, Economic and Human Development Committee Meeting Summary

March 4, 2004

Item Number	Summary
3.0	The Consent Calendar was approved without discussion. The Consent Calendar included the February meeting minutes, the Inter-Governmental Review Quarterly Report, and the Legislative Matrix.
4.1	Regional Transportation Plan (RTP) Growth Forecast. Lynn Harris, Manager of Community Development, presented the revised growth forecast for the RTP that the Regional Council will consider for adoption in April. Ms. Harris gave an overview of the process of public outreach and the collection and review of comments. Ms. Harris stated that most comments suggesting actual revisions to the growth forecast had been accommodated. Several questions were asked by members of the Committee regarding the revised forecast numbers, including whether comments had been satisfactorily addressed for the Gateway Cities area and for Riverside County. Staff stated that all levels of technical review were satisfied with the forecast results. The Committee approved the recommendation to forward to the Regional Council for adoption, with no objections.
5.1	Regional Housing Needs Assessment (RHNA)/Housing Element Reform Legislative Update. Staff updated the committee on developments related to the next RHNA. Specifically staff reported that the Legislative Analyst's Office recommended eliminating the RHNA mandate. Further, staff reported that the Statewide Housing Element Working Group is nearing completion of negotiated changes to State housing statute. Staff reviewed proposed reforms for which there is currently consensus on the Working Group, and compared those proposals to the Regional Council's adopted priorities. There was substantial discussion leading to an agreement to review broad legislative and fiscal issues affecting housing at a future meeting.
5.2	Housing Summit. Staff reported on progress in planning the upcoming Housing Summit, which is currently scheduled for May 21. Assemblyman Alan Lowenthal has agreed to participate, and the Steering Committee is hopeful that Secretary of Business, Transportation and Housing Sunne Wright McPeak will agree to attend as well.
6.0	Chair's Report. SCAG President Bev Perry reported that the Growth Visioning Sub-Committee will hold one more meeting before dissolving. The Draft Growth Vision will come before the CEHD next month.
7.0	Staff Report. Staff informed the Committee of two upcoming events; a forum on workforce housing on March 25, and the Rail-Volution Conference on September 18-22.
8.0	Future Agenda Items. None offered
9.0	Closed Session. No Closed Session held

Energy and Environment Committee Meeting Summary

March 4, 2004

Item Number	Summary
5.1	2004 RTP Program Environmental Impact Report –The Committee approved the release of the Response to Comments, with corrections from the Committee, and will recommend that at their April meeting the Regional Council certify the final EIR and that the RC adopt the Findings, Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program.
6.0	Andrea Hricko of the USC Keck School of Medicine gave a presentation on recent research into the health effects of transportation.
7.0	The next meeting of the Water Policy Task Force is April 8, 2004.
8.0	Staff reported that the modeling results for the 2004 RTP indicate that it will meet the tests for conformity. EPA will not be able to issue its adequacy finding for emissions budgets for Ventura County and the Southeast Desert prior to the April 1 st Regional Council action, but EPA has agreed to work with ARB to expedite the review of the emissions budgets. On the timely implementation of Transportation Control Measures, staff have been working with the County Transportation Commissions, and any pending issues on the Draft 2004 RTP have been resolved.
9.0	<u>Future agenda items:</u> The presentation on the Western Riverside County Habitat Conservation Efforts will be rescheduled for the May meeting. There will also be a presentation on a proposed Liquefied Natural Gas (LNG) import terminal at the Port of Long Beach. Items for future meetings include a presentation from appropriate state representatives on energy issues. A presentation by Santa Monica city staff on the city's 30-year initiative to leave the power grid is to be available in the next couple of months.

Note: There will not be a meeting of the EEC Committee in April to allow a more comprehensive discussion of the Regional Transportation Plan at the April Regional Council meeting.

Transportation and Communication Committee Meeting Summary

March 4, 2004

Item Number

Summary

2004 Regional Transportation Plan (RTP)

The Transportation and Communications Committee (TCC) approved recommending the Final Draft 2004 RTP for adoption by the Regional Council. Overall, the TCC was conformable with the Plan, and directed staff to address a number of minor issues in the Final Draft 2004 RTP to be presented to the RC. These issues include:

- 1) emphasize the need for continued cooperation between SCAG and the County Transportation Commissions (CTC) beyond the plan adoption to fully address the TDM goals and funding issues;
- 2) clarify that allowing Long Combination Vehicles (LCV) is not endorsed in the 2004 RTP;
- 4.1 3) add a footnote relative to the Bob Hope Airport demand forecast, that the Airport Authority is not supportive of the demand forecast and assumes a lower capacity than the plan does; and
- 4) add a footnote relative to a potential commercial airport in Imperial County and increased activity at Palm Springs.

Staff was also directed to include in it's presentation to the Regional Council, a post adoption plan which would address a potential plan amendment, financial constraint, RTIP, conformity, Task Force framework, and growth visioning implementation process.

FY 2005 Federal Transportation Appropriations Request

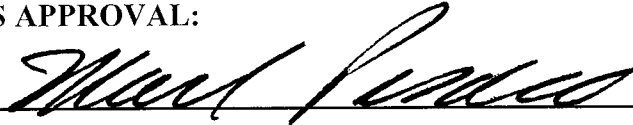
Staff reported that representatives from SCAG and the regional county transportation commissions traveled to Washington, DC on February 11th and 12th to advocate on behalf of the Southern California Consensus Program for TEA-21 Reauthorization. The trip was a follow-up to the original Consensus Program visit to Washington in February 2003.

- 4.2 Both the TCC and Regional Council approved more than \$344 million in federal appropriations requests for a series of critical transportation projects throughout Southern California. The appropriations submittals are being moved forward to Senators Feinstein and Boxer at a critical time in the legislative process as individual members of Congress are submitting their respective requests to the Appropriations Committees.

REPORT

DATE: 3/11/04
TO: Regional Council
FROM: Jim Sims
SUBJECT: **Proposed Sublease – Eastside of the 9th floor space**

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION: Staff recommends acceptance of the proposed sublease as outlined.

BACKGROUND: At the July 31, 2003 Regional Council meeting, the RC authorized the selection of a real estate broker to market our excess office space. Sierra Commercial Real Estate Services Inc. was the consultant selected. Sierra has been actively pursuing tenants to sublease portions of our available space. We have been offered a proposal to sublease the east half of our 9th floor suite to a law firm. The following are the basic terms of the proposed sublease between SCAG (Sublessor) and Kim & Song, LLP (Sublessee):

- Size: 2,187 RSF+/-
- Term: Full remaining lease term to December 31, 2009
- Commencement: Upon completion of improvements and move in, not to exceed 60 days
- Basic Rental Rate: \$1.15 RSF
- Basic Monthly Rent: \$2,515.05
- Additional Rent: Sublessee will reimburse Sublessor for its proportionate share of Sublessor's share of any increases in Landlord's Operating Cost and Landlord's Operating Taxes and any other charges assessed against the premises by Landlord
- Use: General office use
- Improvements: Sublessee accepts the premises As-is, except Sublessor will convert the center dividing partition to a solid demising wall to separate the premises into two suites and will remove all of its personal property from the premises. Sublessee will perform required improvements to include 4 private offices, second door to the conference room, 3+ secretarial stations, related improvements per plans to be developed by Sublessee.
- Alterations: Subject to approval by Sublessor and Landlord
- Parking: Arranged through the Office of the Building
- Broker: Sierra Commercial Real Estate Services, Inc.

Staff recommends acceptance of this offer because subleasing the space would reduce our IC costs.

FISCAL IMPACT: Recuperation of approximately 25% the 9th floor rent.



REPORT

DATE: March 17, 2004

TO: Regional Council

FROM: Sylvia Patsaouras, Manager of Environmental Planning, (213) 236-1806,
patsaour@scag.ca.gov

SUBJECT: Certification of the 2004 Regional Transportation Plan (RTP) Final Program
Environmental Impact Report (PEIR)

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Adopt Resolution # 04-451-1 to certify the Final Program Environmental Impact Report (PEIR) for the 2004 Regional Transportation Plan (RTP) and to adopt the Findings and Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program.

SUMMARY:

The California Environmental Quality Act (CEQA) requires that the Regional Council certify a Final PEIR and adopt Findings, a Statement of Overriding Considerations (SOC), and a Mitigation Monitoring and Reporting Program (MMRP), before the RC may approve the 2004 Regional Transportation Plan (RTP).

Attached are copies of the following document:

1. Resolution by the Southern California Association of Governments affirming and certifying that the Program Environmental Impact Report prepared for the 2004 Regional Transportation Plan adequately satisfies requirements of the California Environmental Quality Act
2. Findings and Statement of Overriding Considerations
3. Final PEIR Presentation Slideshow
4. Mailed under separate cover: 2004 RTP Final Program Environmental Impact Report, which consists of the Draft Program EIR (previously sent to members of the EEC and the RC in December 2003), comments received on the Draft PEIR and responses to comments, a list of commentors, minor revisions to the Draft PEIR, and the Mitigation Monitoring and Reporting Program (MMRP)

REPORT

BACKGROUND:

CEQA Requirements:

The California Environmental Quality Act (CEQA) Guidelines requires that a decision-making body read and consider the information contained in an Environmental Impact Report before making a decision on a project or plan and that the decision-making body certify that the Final EIR was prepared in compliance with CEQA and was presented to the Lead Agency's decision-making body, which reviewed and considered the Final EIR before approving the project. The Lead Agency must certify that the EIR reflects the independent judgement of the Lead Agency. The CEQA Guidelines also require that the Lead Agency prepare written findings of fact for each significant environmental impact identified in the EIR and that the Lead Agency not approve a project if the project will have a significant effect on the environment after imposition of feasible mitigation or alternatives, unless the Lead Agency finds that the benefits of the project outweigh the unavoidable adverse environmental effects.

2004 RTP CEQA Documents:

The Findings and Statement of Overriding Considerations disclose the rationale supporting the decision to approve the RTP. The Statement of Overriding Considerations summarizes the expected benefits of implementing the RTP and explains why unavoidable, significant environmental impacts are considered acceptable, in light of specific social, economic, or other factors (such as mobility, accessibility, and safety,) that justify approving the RTP.

The Mitigation Monitoring and Reporting Program (MMRP) is required by CEQA to ensure that the mitigation measures included in the RTP PEIR are implemented. Implementation of mitigation will generally be carried out by implementing agencies at the project level, and documentation of compliance with mitigation policies will be provided by implementing agencies. SCAG's existing Intergovernmental Review (IGR) process will review this documentation to ensure compliance.

The Final PEIR consists of 1) the Draft Program EIR, which was sent to members of the EEC and RC in December 2003, 2) comments received on the Draft PEIR, 3) a list of all commentors, 4) responses to comments, and 5) revisions to the Draft PEIR, including clarification, amplification, and text changes in response to comments. The response to comments focuses on addressing significant environmental issues raised by commentors. Responses are good faith, well-reasoned replies that reference where each significant environmental issue has been adequately addressed in the Draft PEIR. Appropriate comments, including useful input on programmatic mitigation measures, have been incorporated into the Final PEIR.

Resolution # 04-451-1 affirms and certifies that the Program Environmental Impact Report prepared for the 2004 Regional Transportation Plan adequately satisfies requirements of the California Environmental Quality Act.

FISCAL IMPACT:

Development, production, and certification of the Final RTP PEIR were programmed into the FY 2003/2004 OWP (WBS Element 04-020). Thus, certification of the Final RTP PEIR is expected to have no additional fiscal impact on SCAG.



RESOLUTION # 04-451-1

RESOLUTION BY THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS AFFIRMING AND CERTIFYING THAT THE PROGRAM ENVIRONMENTAL IMPACT REPORT PREPARED FOR THE 2004 REGIONAL TRANSPORTATION PLAN ADEQUATELY SATISFIES REQUIREMENTS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

WHEREAS, the Southern California Association of Governments (SCAG) is a Joint Powers Agency established pursuant to Section 6502 et seq. of the California Government Code; and

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) for the counties of Los Angeles, Riverside, San Bernardino, Ventura, Orange and Imperial, and as such is responsible for maintaining a continuing, cooperative, and comprehensive transportation planning process which will result, inter alia, in a Regional Transportation Plan pursuant to 23 U.S.C. 134(a) and (g), 49 U.S.C. §5303(f); 23 C.F.R. §450, and 49 C.F.R. §613; and

WHEREAS, SCAG as the Lead Agency is required to comply with the California Environmental Quality Act ("CEQA") [Cal. Pub. Res. Code § 21000 et seq.] in preparing the Regional Transportation Plan; and

WHEREAS, the PEIR must comply with the content requirements set forth in Article 9 of the CEQA Guidelines, as well as additional requirements discussed below; and

WHEREAS, pursuant to CEQA Guidelines Section 15002(f), an Environmental Impact Report ("EIR") is the public document used by a governmental agency to analyze the significant environmental effects of a proposed project, to identify alternatives, and to disclose possible ways to reduce or avoid the potential environmental damage; and

WHEREAS, CEQA Guidelines Section 15168 specifies that a Program EIR can be prepared on a series of actions that can be characterized as one large project related either geographically, as logical parts in the chain of contemplated actions, in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or as individual activities carried out under the same authorizing statutory regulatory authority and having generally similar environmental effects which can be mitigated in similar ways; and

WHEREAS, SCAG has determined that a Program EIR is appropriate to assess the environmental impact of the 2004 Regional Transportation Plan ("RTP"); and

WHEREAS, the 2004 RTP Program EIR ("PEIR") is a plan level document which analyzes environmental impacts of the 2004 RTP on a programmatic level, and does not analyze project-specific impacts; and

WHEREAS, these impacts should be analyzed in detail by project proponents at a later date; and

WHEREAS, pursuant to CEQA Guidelines Section 15086, SCAG consulted with and requested comments on the draft PEIR from responsible agencies, trustee agencies with resources affected by the project; and other state, federal, and local agencies which exercise authority over resources which may be affected by the RTP; and

WHEREAS, as soon as the draft PEIR was completed, SCAG filed a Notice of Completion with the Office of Planning and Research (OPR) on December 19, 2003, in the manner prescribed by CEQA Guidelines Section 15085; and

WHEREAS, pursuant to CEQA Guidelines Section 15087, SCAG provided public Notice of Availability of the draft PEIR, at the same time it submitted a Notice of Completion to OPR, and the notice was disseminated, inter alia, through publication in seven newspapers of general circulation throughout the region on December 18, 2003; and

WHEREAS, the public review period for the PEIR began on December 19, 2004, and ended on February 9, 2004, in compliance with CEQA Guidelines Section 15105; and

WHEREAS, pursuant to CEQA Guidelines Section 15088(a), SCAG, as the Lead Agency, must evaluate comments on significant environmental issues received from persons who review the draft PEIR and must prepare a written response thereto; and

WHEREAS, pursuant to CEQA Guidelines Section 15088(c), written responses to comments received from persons who reviewed the draft PEIR, take the form of a revision entitled, "Response to Comments Final PEIR Addendum," which includes a list of commentors, comments, responses to comments, staff-initiated text changes, and a mitigation monitoring and reporting program; and

WHEREAS, SCAG's evaluation of, and written responses to comments received during the public review period are contained in the "Response to Comments Final PEIR Addendum," attached and incorporated by reference; and

WHEREAS, pursuant to CEQA Guidelines Section 15089(a), SCAG, as the Lead Agency, must prepare and certify a final PEIR before approving the RTP; and

WHEREAS, as required by CEQA Guidelines Section 15132, the final PEIR consists of the draft PEIR; comments and recommendations received on the draft PEIR verbatim; a list of persons, organizations, and public agencies commenting on the draft PEIR; the responses of SCAG to significant environmental points raised in the review and consultation process; and other information added by SCAG; and

WHEREAS, when making the findings pursuant to CEQA Guidelines Section 15091(a)(1), the agency must also adopt a program for reporting on or monitoring the changes

which have been either required in the project or made a condition of approval to avoid or substantially lessen significant effects, and which are fully enforceable through permit conditions, agreements, or other measures, as required by CEQA Guidelines Section 15091(d); and

WHEREAS, according to CEQA Guidelines Section 15093(b), where the decision of the public agency allows the occurrence of significant effects which are identified in the final PEIR but are not avoided or substantially lessened, the agency must issue a Statement of Overriding Considerations setting forth the specific reasons to support its actions based on the final PEIR or other information in the record; and

WHEREAS, CEQA Guidelines Section 15093(c) provides that if an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the Notice of Determination.

NOW, THEREFORE BE IT RESOLVED that:

1. That the Southern California Association of Governments Regional Council finds as follows:
 - (a) that the Final Program Environmental Impact Report (PEIR) prepared for the 2004 Regional Transportation Plan (RTP), was completed in compliance with the California Environmental Quality Act; and
 - (b) that the Final PEIR was presented to SCAG's decision making body, the Regional Council, and the Regional Council has reviewed and considered information contained in the final PEIR prior to approving the RTP; and
 - (c) that the Final PEIR reflects SCAG's independent judgement and analysis; and
 - (d) that the Final PEIR consists of the draft PEIR, the "Response to Comments Final PEIR Addendum," which includes the Mitigation Monitoring and Reporting Program, and "Findings and Statement of Overriding Considerations" attached and incorporated by reference; and
2. Based on findings supported by substantial evidence in the record, set forth above and in the " Findings and Statement of Overriding Considerations" attached hereto and incorporated by reference, SCAG hereby certifies the Final PEIR for the 2004 RTP.

Adopted at a regular meeting by the Regional Council on this 1st day of April, 2004.

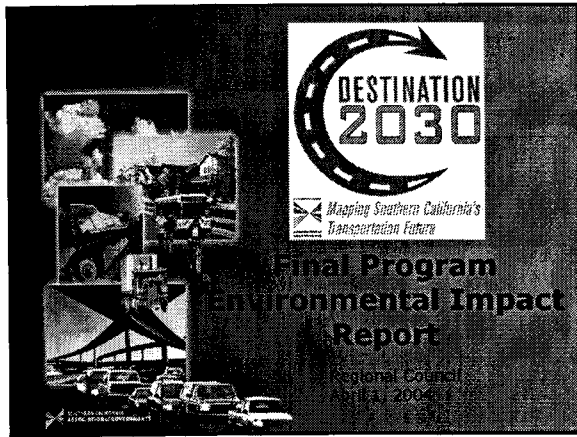
Bev Perry
President
Councilmember, City of Brea

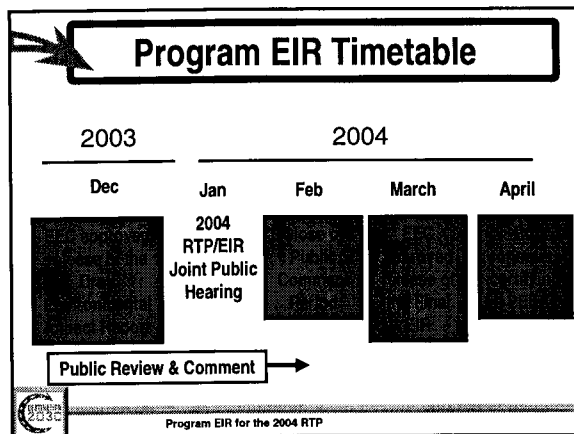
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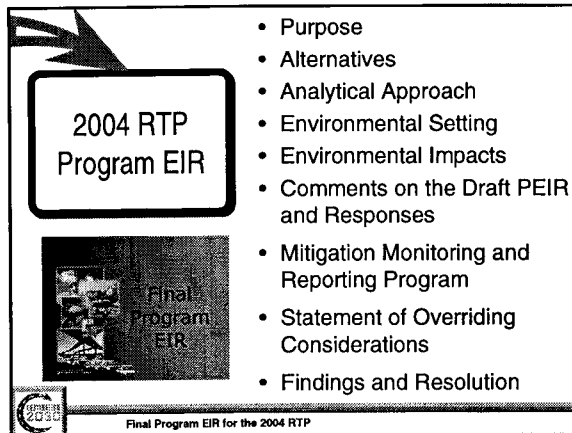
MARK A. PISANO
Executive Director

Approved as to Form:

Karen Tachiki
Legal Counsel







Purpose

The purpose of the PEIR is to:

- Identify the significant effects on the environment of the Plan,
- Identify alternatives to the Plan, and
- Indicate mitigation to reduce or avoid significant effects (CEQA §21002.1)

Final Program EIR for the 2004 RTP

RTP PEIR Alternatives

RTP PEIR alternatives include:


- 2004 RTP
- No Project
- 2001 RTP Modified
- PILUT 1/Infill
- PILUT 2/5th Ring

Final Program EIR for the 2004 RTP

Scope of Environmental Analysis

- Program EIR (PEIR)—first tier, programmatic CEQA document
- Evaluates regional-scale environmental effects
- Includes alternatives and mitigation measures to offset significant effects
- Project-level, site-specific analysis will be conducted by implementing agencies as projects in the Plan are developed


Final Program EIR for the 2004 RTP




Analytical Approach

The 2004 RTP and the alternatives were evaluated with multiple methods, including:

- GIS spatial analysis,
- Transportation, air quality and noise modeling, and
- Other quantitative, ordinal, and qualitative techniques to determine significant impacts.




Final Program EIR for the 2004 RTP



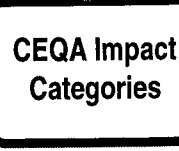
Baseline for Determining Significance

Significant impacts were determined by:

- Comparing with the existing environmental setting
- Applying explicit significance criteria




Final Program EIR for the 2004 RTP




CEQA Impact Categories

- **Significant Impacts** - substantial or potentially substantial adverse change in the environment (CEQA § 21068).
- **Less-than-significant**
- **Beneficial**
- **No Impact**
- **Direct Impacts** (primary)
- **Indirect Impacts** (secondary)
- **Short- and Long-Term Impacts**
- **Irreversible Impacts**
- **Growth-Inducing Impacts**
- **Cumulative Impacts**




Final Program EIR for the 2004 RTP



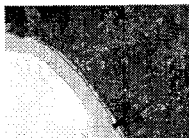
SCAG Planning Region

Cumulative Impacts

- **Cumulative Impacts** - incremental effects of the Plan when viewed in connection with the effects of past, present, and probable future projects (CEQA Guidelines § 15064(i))
- **“Cumulatively considerable”** impacts are significant (CEQA § 21083)



Final Program EIR for the 2004 RTP




Environmental Setting


The SCAG region includes:

- Six counties
- 38,000 square miles
- 17 million people
- Millions of acres of open space, habitat and recreational land
- Diverse climate and natural resources

A detailed environmental setting is included in each resource category in the Program EIR




Final Program EIR for the 2004 RTP



Significant Impacts to each Resource Category

- Land Use
- Population, Employment, and Housing
- Transportation
- Air Quality
- Noise
- Visual/Aesthetic Resources
- Biological Resources
- Cultural Resources
- Geology
- Hazardous Materials
- Energy
- Water Resources
- Public Services and Utilities



Final Program EIR for the 2004 RTP

PEIR Comments

- ~300 specific comments
- Relatively positive
- Adequacy of Draft
 - Impacts, Alternatives and Mitigation Measures
- Scope of analysis
 - Requests for site-specific analysis
- Diverse issues
- Useful mitigation recommendations

Final Program EIR for the 2004 RTP

Response to Comments

- Focus on significant environmental issues
- Reference analysis & mitigation in Draft EIR
- Regional, 1st-Tier Scope
- Provide good faith, well-reasoned responses
- Incorporate appropriate comments into Final PEIR

Final Program EIR for the 2004 RTP

Changes for the Final PEIR

- Additional mitigation measures
- Clarification of existing mitigation measures
- Minor text corrections
- Minor refinement to transportation and air quality modeling output

Final Program EIR for the 2004 RTP

Mitigation Monitoring and Reporting Program

The MMRP identifies:

- Each adopted mitigation measure,
- Responsibility for implementation of the measure,
- Timing for mitigation measure compliance.

Final Program EIR for the 2004 RTP

Findings for the Final PEIR

There are three types of findings for:

- Impacts that remain significant after mitigation
- Impacts that will be mitigated to less than significant
- Each alternative

Final Program EIR for the 2004 RTP

Findings for the Final PEIR

Findings for impacts that remain significant after mitigation:

- The mitigation measures are either adopted or are found to be infeasible
- The impact remains significant
- The impact is acceptable due to overriding considerations

Final Program EIR for the 2004 RTP

Findings
for the
Final PEIR

Findings for impacts that will be mitigated to less than significant:

- The mitigation measures are adopted
- The impact is mitigated to less than significant

Final Program EIR for the 2004 RTP

Findings
for the
Final PEIR

Findings for alternatives:

- The alternative is infeasible (PILUT 1 and 2 alternatives)
- The alternative is worse for the physical environment (Modified 2001 RTP alternative)
- The alternative does not meet the objectives of the 2004 RTP (No Project alternative)

Final Program EIR for the 2004 RTP

Statement of
Overriding
Considerations

Concludes that the benefits of the 2004 RTP override the significant impacts identified in the PEIR.

Final Program EIR for the 2004 RTP

**Statement of
Overriding
Considerations**

The benefits of the 2004 RTP include:

- Mobility and congestion relief
- Air quality benefits
- Economic productivity due to reduced traffic delay
- Accessibility to work opportunities
- Improved transportation safety
- Preservation of the existing system
- Additional private and public sector jobs

Final Program EIR for the 2004 RTP

**Recommended
Action**

Adopt Resolution **04-451-1** to:

- Certify the Final PEIR and
- Adopt Findings and Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program

Final Program EIR for the 2004 RTP

**Thank
You**

**SOUTHERN CALIFORNIA
ASSOCIATION of
GOVERNMENTS**

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I. Introduction

Section 21081 of the California Public Resources Code and Section 15091 of the California Environmental Quality Act (CEQA) Guidelines require the SCAG Regional Council to identify significant impacts of the 2004 Regional Transportation Plan (RTP) on the environment and make one or more written findings for each of the significant impacts. In addition, pursuant to CEQA Guidelines Section 15093 and Public Resources Code Section 21081, the existence of significant unavoidable impacts resulting from the 2004 RTP requires the Regional Council to prepare a Statement of Overriding Considerations explaining why the agency is willing to accept the residual significant impacts. The findings reported in the following pages incorporate the facts and discussions of environmental impacts that are found in the Program Environmental Impact Report (PEIR) for RTP. The Statement of Overriding Considerations describes the social, economic, and other benefits of the 2004 RTP that override the significant environmental impacts.

This Findings and Statement of Overriding Considerations document is divided into seven major sections. The *Introduction* provides background information as to the purpose of the document. The *Procedural History* provides the chronological process for the development of the PEIR. Section III, *CEQA Findings: General*, states general findings of the SCAG Regional Council relating to the entire PEIR document, Section IV, *Findings That Significant Unavoidable Impacts Are Mitigated to the Maximum Extent Feasible*, identifies those impacts that remain significant after the application of all mitigation measures. Section V, *Findings That Significant Mitigable Impacts Are Mitigated to a Level of Insignificance*, identifies those impacts that would be significant, but are reduced to a level of insignificance with the application of mitigation measures. Section VI, *Findings Regarding Plan Alternatives*, section discusses each alternative to the 2004 RTP. Finally, Section VII, *Statement of Overriding Considerations*, presents the rationale to support a determination by the Southern California Association of Governments, as the lead agency under CEQA, that the benefits of the 2004 RTP outweigh those unavoidable adverse environmental effects.

For each of the impacts associated with the 2004 RTP, the following are provided:

1. Description of Impacts – A specific description of the environmental impact identified in the PEIR.
2. Proposed Mitigation – Identified mitigation measures or actions that are proposed for implementation as part of the project.
3. Findings – Regarding the adoption of mitigation measures, their implementation, and the acceptability of any residual adverse impacts.

Effective January 1, 1989, CEQA requires a Mitigation Monitoring and Reporting Program (MMRP) to be adopted as part of the EIR certification by the Lead Agency. This program has been prepared in compliance with the requirements of Section 21081.6 of CEQA to assess and ensure the efficacy of proposed mitigation measures. The PEIR for the 2004 RTP identifies the potentially significant environmental impacts associated with the project and specifies measures designed to mitigate adverse environmental impacts. The MMRP for the 2004 RTP is presented in the Final PEIR and is hereby

incorporated by reference. This MMRP relates directly to the procedures to be used to implement the mitigation measures adopted in connection with the certification of the 2004 RTP PEIR and the methods of monitoring and reporting.

II. Procedural History

The Regional Council finds that the Program Environmental Impact Report (PEIR) for the 2004 Regional Transportation Plan (RTP) was prepared pursuant the following process:

- A. On June 9, 2003, a Notice of Preparation (NOP) of the PEIR was issued. The NOP comment period closed on September 25, 2003. During this comment period, staff conducted a noticed public scoping meeting on Tuesday, September 16, 2003.
- B. On October 2, 2003, the Energy and Environment Committee (EEC) approved the PEIR scope and the Transportation and Communications Committee (TCC) approved release of the Draft 2004 RTP.
- C. On December 4, 2003, the EEC approved release of the Draft PEIR for public comment.
- D. On December 19, 2003, a Draft PEIR (State Clearing House #2003061075) was released for public review. A noticed public hearing for the Draft 2004 RTP and the Draft PEIR was held on Thursday, January 15, 2004. The public review period for the Draft PEIR closed on February 9, 2004.
- E. On March 4, 2004, the EEC approved the release of the Response to Comments and recommended that the Regional Council at its April meeting certify the final EIR and adopt the Findings, Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program.
- F. On April 1, 2004, the Regional Council will consider certifying the final EIR and adopting the Findings, Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program.

III. CEQA Findings: General

- A. The Program Environmental Impact Report (PEIR) for the 2004 RTP has been prepared as a program EIR pursuant to CEQA Guidelines Section 15168. The degree of specificity in the PEIR corresponds to the specificity of the regional goals, policies, and investment strategies of the 2004 RTP.
- B. The mitigation measures adopted as part of the 2004 RTP are generally feasible, as appropriate for a PEIR, and the 2004 RTP mitigates the environmental impacts to the maximum extent feasible as discussed in the findings made below. The adopted mitigation measures are typical for transportation and development projects and they have been demonstrated to be effective. The Findings in Section IV below indicate where mitigation measures are not capable of reducing impacts to levels of insignificance.
- C. It is the finding of the SCAG Regional Council that the proposed Final PEIR fulfills environmental review requirements for the 2004 RTP, that the document constitutes a complete, accurate, adequate, and good faith effort at full disclosure under CEQA, and reflects the independent judgment of the SCAG Regional Council.
- D. A Mitigation Monitoring and Reporting Program for the 2004 RTP has been adopted pursuant to the requirements of Public Resources Code Section 21081.6 to ensure implementation of the adopted mitigation measures to reduce significant effects on the environment, and is included in the Final PEIR document dated April 2004.
- E. SCAG is the custodian of the documents and other material which constitute the record of the proceedings upon which certification of the Program EIR for the 2004 RTP is based. These documents and other materials are available at the SCAG offices at 818 West Seventh Street, Los Angeles, California 90017.

IV. Findings That Significant Unavoidable Impacts Are Mitigated to the Maximum Extent Feasible

The PEIR for the 2004 RTP identifies 54 significant environmental impacts within thirteen issue areas, which cannot be fully mitigated and are therefore considered significant and unavoidable impacts. To the extent these impacts remain significant and unavoidable, such impacts are acceptable when weighed against the overriding social, economic, legal, technical, and other considerations set forth in the Statement of Overriding Considerations included as Section VII of these Findings. The significant and unavoidable impacts identified in the PEIR are discussed below, along with the appropriate findings per CEQA Guidelines Section 15091.

A. Land Use

Impact 3.1-1

Implementation of the proposed 2004 RTP transportation projects would result in substantial disturbance and/or loss of prime farmlands or grazing lands throughout the six-county SCAG region.

Proposed Mitigation

MM 3.1-1a: Individual projects must be consistent with Federal, State, and local policies that preserve agricultural lands and support the economic viability of agricultural activities, as well as policies that provide compensation for property owners if preservation is not feasible.

MM 3.1-1b: For projects impacting agricultural land, project implementation agencies shall contact the California Department of Conservation and each county's Agricultural Commissioner's office to identify the location of prime farmlands and lands that support crops considered valuable to the local or regional economy. Impacts to such lands shall be evaluated in project-specific environmental documents. The analysis shall use the land evaluation and site assessment (LESA) analysis method (CEQA Guidelines §21095), as appropriate. Mitigation measures may include conservation easements or the payment of in-lieu fees.

MM 3.1-1c: Project implementation agencies shall consider corridor realignment, buffer zones and setbacks, and berms and fencing where feasible, to avoid agricultural lands and to reduce conflicts between transportation uses and agricultural lands.

MM 3.1-1d: Prior to final approval of each project and when feasible and prudent, the implementing agency shall establish conservation easement programs to mitigate impacts to prime farmland.

MM 3.1-1e: Prior to final approval of each project, the implementing agency shall to the extent practical and feasible, avoid impacts to prime farmlands or farmlands that support crops considered valuable to the local or regional economy.

MM 3.1-1f: Prior to final approval of each project, the implementing agency shall encourage enrollments of agricultural lands for counties that have Williamson Act programs, where applicable.

MM 3.1-1g: SCAG shall encourage implementation agencies to establish transfer of development rights (TDR) programs to direct growth to less agriculturally valuable lands (while considering the potential effects at the sites receiving the transfer) and ensure the continued protection of the most agriculturally valuable land within each county through the purchase of the development rights for these lands.

MM 3.1-1h: SCAG shall encourage implementation agencies to avoid the premature conversion of farmlands by promoting infill development and the continuation of agricultural uses until urban development is imminent; if development of agricultural lands is necessary, growth should be directed to those lands on which the continued viability of agricultural production has been compromised by surrounding urban development or the loss of local markets.

MM 3.1-1i: SCAG shall encourage implementation agencies to obtain assistance from the American Farmland Trust in developing and implementing farmland conservation measures.

Findings

The measures MM 3.1-1a through 3.1-1i, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.1-2

Implementation of the projects included in the 2004 RTP would result in a substantial loss or disturbance of existing open space and recreation lands.

Proposed Mitigation

MM 3.1-2a: Project implementation agencies shall ensure that projects are consistent with Federal, State, and local plans that preserve open space.

MM 3.1-2b: Project implementation agencies shall consider corridor realignment, buffer zones and setbacks, and berms and fencing where feasible, to avoid open space and recreation land and to reduce conflicts between transportation uses and open space and recreation lands.

MM 3.1-2c: Project implementation agencies shall identify open space areas that could be preserved and shall include mitigation measures (such as dedication or payment of in-lieu fees) for the loss of open space.

MM 3.1-2d: Prior to final approval of each project, the implementing agency shall conduct the appropriate project-specific environmental review, including consideration of loss of open space. Potential significant impacts to open space shall be mitigated, as feasible. The project

implementation agencies or local jurisdiction shall be responsible for ensuring adherence to the mitigation measures prior to construction.

MM 3.1-2e: For projects that require approval or funding by the U.S. Department of Transportation, project implementation agencies shall comply with Section 4(f) of the U.S. Department of Transportation Act.

MM 3.1-2f: Future impacts to open space and recreation lands shall be avoided through cooperation, information sharing, and program development during the update of the Open Space and Conservation chapter of SCAG's Regional Comprehensive Plan and Guide and through SCAG's Energy and Environment Committee.

MM 3.1-2g: SCAG shall encourage member jurisdictions to work as partners to address regional outdoor recreation needs and to acquire the necessary funding for the implementation of their plans and programs.

MM 3.1-2h: SCAG shall encourage member jurisdictions that have trails and trail segments determined to be regionally significant to work together to support regional trail networks. SCAG shall encourage joint use of utility, transportation and other rights-of-way, greenbelts, and biodiversity areas.

MM 3.1-2i: To provide more opportunities for access to open space close to the urban core, SCAG shall encourage that multiple use of spaces be allowed as feasible and practical and encourage redevelopment activities to focus some investment on recreation uses.

Findings

The mitigation measures 3.1-2a through 3.1-2i, as presented above, have been adopted as part of the 2004 RTP. They will be implemented by SCAG and the implementing agencies for individual projects, as detailed above and in the MMRP. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.1-3

The proposed 2004 RTP contains transportation projects and strategies to distribute the future growth in the region. These projects and strategies potentially would result in inconsistencies with currently applicable adopted local land use plans and policies.

Proposed Mitigation

MM 3.1-3a: SCAG shall encourage through regional policy comments that cities and counties in the region provide SCAG with electronic versions of their most recent general plan and any updates as they are produced.

MM 3.1-3b: SCAG shall encourage through regional policy comments that cities and counties update their general plans at least every ten years, as recommended by the Governor's Office of Planning and Research.

MM 3.1-3c: SCAG shall work with its member cities and counties to help ensure that transportation projects and growth are consistent with the RTP and general plans.

MM 3.1-3d: Planning is an iterative process and SCAG is a consensus building organization. SCAG shall work with cities and counties to ensure that general plans reflect RTP policies. SCAG will work to build consensus on how to address inconsistencies between general plans and RTP policies.

Findings

The mitigation measures 3.1-3a through 3.1-3d, as presented above, have been adopted as part of the 2004 RTP. They will be implemented by SCAG and the implementing agencies for individual projects, as detailed above and in the MMRP. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Cumulative Impact 3.1-4

Urbanization in the SCAG region will increase substantially by 2030. The 2004 RTP, by increasing mobility and including land-use-transportation measures, influences the pattern of this urbanization. The 2004 RTP's influence on growth contributes to regional cumulatively considerable impacts to land use and would change the intensity of land use in some areas.

Proposed Mitigation

Mitigation Measures 3.1-1a through 3.1-1i, 3.1-2a through 3.1-2i, and 3.1-3a through 3.1-3d would be applied to mitigate this cumulative impact in addition to the following measure.

MM 3.1-4a: SCAG's Growth Visioning program and the forthcoming Regional Growth Vision will be used to build a consensus in the region to support changes in land use to accommodate future population growth while maintaining the quality of life in the region.

Finding

The mitigation measures 3.1-1a through 3.1-1i, 3.1-2a through 3.1-2i, and 3.1-3a through 3.1-3d, in addition to 3.1-4a, as presented above, have been adopted as part of the 2004 RTP. They will be implemented by SCAG and the implementing agencies for individual projects, as detailed above and in the MMRP. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

B. Population, Housing and Employment

Impact 3.2-1

Implementation of the 2004 RTP would facilitate substantial population growth to certain vacant areas of the region.

Proposed Mitigation

MM 3.2-1a: SCAG shall work with its member agencies to implement growth strategies to create an urban form designed to utilize the existing transportation networks and the transportation improvements contained in the 2004 RTP, enhancing mobility and reducing land consumption.

Finding

Mitigation measures 3.2-1a, as presented above, has been adopted as part of the 2004 RTP. It will be implemented by SCAG and its member agencies. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.2-2

Implementation of the 2004 RTP projects would require the acquisition of rights-of-way that displace a substantial number of existing homes and businesses.

Proposed Mitigation

Mitigation measures MM 3.1-3a through MM 3.1-3d would be applied to mitigate this impact in addition to the following measures.

MM 3.2-2a: For projects with the potential to displace homes and/or businesses, project implementation agencies shall evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. An iterative design and impact analysis would help where impacts to homes or businesses are involved. Potential impacts shall be minimized to the extent feasible. If possible, existing rights-of-way should be used.

MM 3.2-2b: Project implementation agencies shall identify businesses and residences to be displaced. As required by law, relocation assistance shall be provided to displaced residents and businesses, in accordance with the federal Uniform Relocation and Real Property Acquisition Policies Act of 1970 and the State of California Relocation Assistance Act, as well as any applicable City, County, and Port policies.

MM 3.2-2c: Project implementation agencies shall develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction.

Finding

The measures 3.1-3a through MM 3.1-3d and 3.2-2a through 3.2-2c, as presented above, have been adopted as part of the 2004 RTP. They will be implemented by lead agencies for individual projects, as detailed above and in the MMRP. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.2-3

The 2004 RTP has the potential to disrupt or divide a community by separating community facilities, restricting community access, and eliminating community amenities.

Proposed Mitigation

Mitigation measures 3.1-3a through 3.1-3d would be applied to mitigate this impact in addition to the following measures.

MM 3.2-3a: Project implementation agencies shall design new transportation facilities that consider access to existing community facilities, as feasible. During the design phase of the project, community amenities and facilities shall be identified and considered in the design of the project.

MM 3.2-3b: Project implementation agencies shall design roadway improvements that minimize barriers to pedestrians and bicyclists, as feasible. During the design phase, pedestrian and bicycle routes shall be determined that permit connections to nearby community facilities.

Finding

The mitigation measures 3.1-3a through 3.1-3d, 3.2-3a, and 3.2-3b, as presented above, have been adopted as part of the 2004 RTP. They will be implemented by lead agencies for individual projects, as detailed above and in the MMRP. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Cumulative Impact 3.2-4

Urbanization in the SCAG region will increase substantially by 2030. The 2004 RTP, by increasing mobility and including land-use-transportation measures, influences the pattern of this urbanization. The 2004 RTP's influence on growth contributes to regional cumulatively considerable impacts to currently vacant natural land.

Proposed Mitigation

Mitigation measures 3.1-3a through 3.1-3d and 3.2-1a would be applied to mitigate this impact in addition to the following measure.

MM 3.2-4a: SCAG's Growth Visioning program and the forthcoming Regional Growth Vision shall be used to work toward building a consensus in the region to support changes in land use to accommodate future population growth while maintaining the quality of life in the region.

Finding

Mitigation Measures 3.1-3a through MM 3.1-3d, 3.2-1a, and 3.2-4a, as presented above, have been adopted as part of the 2004 RTP. They will be implemented by SCAG and the lead agencies for individual projects, as detailed above and in the MMRP. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

C. Transportation

Impact 3.3-1

In 2030 there would be substantially more total daily Vehicle Miles of Travel (VMT) than the current daily VMT. Implementation of the 2004 RTP would contribute to this increase.

Proposed Mitigation

MM 3.3-1a: Beyond the currently financially and institutionally feasible measures included in the 2004 RTP, SCAG shall pursue further reduction in VMT through additional car-sharing programs, additional vanpools, additional bicycle programs, and implementation of a universal employee transit pass program.

MM 3.3-1b: SCAG shall encourage education about and implementation of California's Parking Cash Out law as a means of further reducing VMT.

Finding

Mitigation measure 3.3-1a, as presented above and in the PEIR, has not been adopted as part of the 2004 RTP, as it is infeasible. Other feasible measures intended to reduce vehicle miles traveled are included as integral parts of the 2004 RTP, as CEQA requires that public agencies "incorporat[e] the mitigation measures into the plan" (Public Resources Code 21081.6(b)). These include: increasing rideshare and work-at-home opportunities to reduce demand on the transportation system, investments in non-motorized transportation and maximizing the benefits of the land use-transportation connection and other Travel Demand Management measures. As the 2004 RTP is a financially constrained plan, the SCAG Regional Council finds that further measures, such as mitigation measure 3.3-1a, are institutionally and financially infeasible. Please see Chapter 2 of the 2004 RTP for further discussion of the transportation finance challenges. While not able to commit additional funding beyond that included in the 2004 RTP, SCAG seeks to encourage programs that would further reduce VMT.

Mitigation Measure 3.3-1b, as presented above, has been adopted as part of the 2004 RTP. This measure will be implemented by SCAG, as detailed above and in the MMRP. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.3-2

In 2030 there would be substantially higher average delay than the current condition. Implementation of the 2004 RTP would contribute to this increase.

Proposed Mitigation

Further reduction in delay could be obtained through the implementation of Mitigation Measures 3.3-1a and 3.3-1b.

Finding

Mitigation measure 3.3-1a, as presented above and in the PEIR, has not been adopted as part of the 2004 RTP, as it is infeasible. Other feasible measures intended to reduce vehicle miles traveled are included as integral parts of the 2004 RTP, as CEQA requires that public agencies "incorporat[e] the mitigation measures into the plan" (Public Resources Code 21081.6(b)). These

include: increasing rideshare and work-at-home opportunities to reduce demand on the transportation system, investments in non-motorized transportation and maximizing the benefits of the land use-transportation connection and other Travel Demand Management measures. As the 2004 RTP is a financially constrained plan, the SCAG Regional Council finds that further measures, such as mitigation measure 3.3-1a, are institutionally and financially infeasible. Please see Chapter 2 of the 2004 RTP for further discussion of the transportation finance challenges.

Mitigation Measure 3.3-1b, as presented above, has been adopted as part of the 2004 RTP. This measure will be implemented by SCAG, as detailed above and in the MMRP. The residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.3-3

In 2030 there would be substantially greater average delay for heavy-duty truck trips than the current condition. Implementation of the 2004 RTP would contribute to this increase.

Proposed Mitigation

Further reduction in delay could be obtained through the implementation of Mitigation Measures 3.3-1a and 3.3-1b, in addition to the following measure:

MM 3.3-3a: SCAG shall encourage the ports to extend their operating hours in order to reduce heavy-duty truck traffic during peak periods, thereby reducing the VHT these trucks spend in delay.

Finding

Mitigation measures 3.3-1a, as presented above, has not been adopted as part of the 2004 RTP, because these additional measures are currently infeasible. Mitigation Measures 3.3-1a recommends further actions to reduce all vehicle and heavy-duty truck travel and delay. These include additional measures include car-sharing programs, additional vanpools, additional bicycle programs, and implementation of a universal employee pass program. However, these further measures are currently institutionally and financially infeasible because the 2004 RTP is required to be financially constrained.

The 2004 RTP includes measures, such as Transportation Control Measures (TCMs), designed to result in fewer trucks/cars on the road. Other feasible measures intended to reduce vehicle miles traveled are included as integral parts of the 2004 RTP, as CEQA requires that public agencies "incorporat[e] the mitigation measures into the plan" (Public Resources Code 21081.6(b)). These include: system management, increasing rideshare and work-at-home opportunities to reduce demand on the transportation system, investments in non-motorized transportation, maximizing the benefits of the land use-transportation connection and key transportation investments targeted to reduce heavy-duty truck delay. As the 2004 RTP is a financially-constrained plan, the SCAG Regional Council finds that further measures, such as mitigation measure 3.3-1a, are currently institutionally and financially infeasible and would interfere with SCAG's ability to make the required air quality conformity finding that the Plan is

financially constrained for all fiscal years. Please see Chapter 2 of the 2004 RTP for further discussion of the transportation finance challenges.

Mitigation Measures 3.3-1b and 3.3-3a, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by SCAG, as detailed above and in the MMRP. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Cumulative Impact 3.3-7

Implementation of the 2004 RTP would contribute a cumulatively considerable amount of transportation impacts, such as VMT and all-vehicle VHT in delay, to counties outside of the SCAG region.

Proposed Mitigation

The projects and measures designed to minimize VHT and VMT that are included in the 2004 RTP and Mitigation Measures 3.3-1a, 3.3-1b, and 3.3-3a would minimize this effect.

Finding

Mitigation measures 3.3-1a, as presented above and in the PEIR, has not been adopted as part of the 2004 RTP, as it is infeasible. Other feasible measures intended to reduce vehicle miles traveled are included as integral parts of the 2004 RTP, as CEQA requires that public agencies "incorporat[e] the mitigation measures into the plan" (Public Resources Code 21081.6(b)). These include: goods movement capacity enhancements, increasing rideshare and work-at-home opportunities to reduce demand on the transportation system, investments in non-motorized transportation and maximizing the benefits of the land use-transportation connection and other Travel Demand Management measures. The SCAG Regional Council finds that mitigation measure 3.3-1a is institutionally and financially infeasible. Mitigation measures 3.3-1b and 3.3-3a have been adopted as part of the 2004 RTP. These measures will be implemented by SCAG, as detailed above and in the MMRP. The residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

D. Air Quality

Impact 3.4-1a

Long Term Operational Regional Impacts: Under the Plan, PM10 emissions from on-road mobile sources would increase when compared to current conditions.

Proposed Mitigation

MM 3.4-1a: Additional mitigation measures are hereby incorporated by reference from the following air quality management plans:

- 2003 SCAQMP/State Implementation Plan (SIP)
- Ventura County Air Quality Management Plan (2004 AQMP – Limited SIP Updated, Scheduled for adoption in March 2004)

- Mojave Desert Air Quality Management Plan (1996)
- Antelope Valley Air Quality Management Plan (1994/97)
- Imperial County Air Quality Management Plan (1991 and 1993)

MM 3.4-1b: The 2003 SCAQMP control measures consist of 1) SCAQMD's Stationary and Mobile Source Control Measures; 2) State and Federal Source Control Measures proposed by CARB; and 3) Transportation Strategy and Control measures provided by SCAG. These control measures are based on the implementation of short-term, defined measures as well as long-term measures, which will rely on new technologies to further reduce emissions. The SCAQMP includes estimated emissions reductions based on these short-term and long-term programs. The transportation improvements proposed for the short-term emissions reductions are grouped in the SCAQMP under Transportation Control Measure (TCM) project categories and include the following measures:

- High Occupancy Vehicle (HOV) Measures: New HOV lanes, HOV bypasses and connectors, interchanges, High Occupancy Toll (HOT) lanes;
- Transit and System Management Measures: Transit, Intermodal Transfer Facilities, Non-motorized Transportation Mode Facilities; and
- Information-based Transportation Strategies: Marketing for Rideshare and other services, Intelligent Transportation Systems, Telecommuting Programs and Real-time rail, transit or freeway information systems.

The 2004 RTP has been prepared to facilitate implementation of the transportation control measures outlined in the 2003 SCAQMP. The 2004 RTP incorporates both the capital and non-capital improvements recommended by the SCAQMP.

ARB's strategy, outlined in the South Coast SIP, includes the following elements:

- Set technology forcing new engine standards;
- Reduce emissions from the in-use fleet;
- Require clean fuels, and reduce petroleum dependency;
- Work with USEPA to reduce emissions from federal and state sources; and
- Pursue long-term advanced technology measures.

Finding

The measures MM 3.4-1a and b, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by SCAG and the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.4-2

Long-term (Operational) Localized Impacts: Freeway operations under the Plan would be likely to exceed the locally acceptable cancer risk of 1 in one million.

Proposed Mitigation

Mitigation Measures 3.4-1a and 3.4-1b would be applied to mitigate this impact.

Finding

The measures MM 3.4-1a and 3.4-1b, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by lead agencies for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.4-3

Short-term (Construction) Regional Impacts. Under the Plan, construction activities would increase short-term air emissions.

Proposed Mitigation

Compliance with SCAQMD Rule 403 (Fugitive Dust) will reduce emissions of fugitive dust from construction activities. The following additional air quality mitigation measures set forth a program of air pollution control strategies designed to reduce the project's air quality impacts from construction activities.

Land Clearing/Earth-Moving:

MM 3.4-3a: Apply water or dust suppressants to exposed earth surfaces to control emissions.

MM 3.4-3b: All excavating and grading activities shall cease during second stage smog alerts and periods of high winds.

MM 3.4-3c: All trucks hauling dirt, sand, soil, or other loose materials off-site shall be covered or wetted or shall maintain at least two feet of freeboard (i.e., minimum vertical distance between the top of the load and the top of the trailer).

Paved Surfaces:

MM 3.4-3d: All construction roads that have high traffic volumes, shall be surfaced with base material or decomposed granite, or shall be paved or otherwise be stabilized.

MM 3.4-3e: Public streets shall be cleaned, swept or scraped at frequent intervals or at least three times a week if visible soil material has been carried onto adjacent public roads.

MM 3.4-3f: Construction equipment shall be visually inspected prior to leaving the site and loose dirt shall be washed off with wheel washers as necessary.

Unpaved Surfaces:

MM 3.4-3g: Water or non-toxic soil stabilizers shall be applied as needed to reduce off-site transport of fugitive dust from all unpaved staging areas and other unpaved surfaces.

MM 3.4-3h: Traffic speeds on all unpaved construction surfaces shall not exceed 15 mph.

Other Construction Mitigation Measures:

MM 3.4-3i: Low sulfur or other alternative fuels shall be used in construction equipment where feasible.

MM 3.4-3j: Deliveries related to construction activities that affect traffic flow shall be scheduled during off-peak hours (e.g. 10:00 A.M. and 3:00 P.M.) and coordinated to achieve consolidated truck trips. When the movement of construction materials and/or equipment impacts traffic flow, temporary traffic control shall be provided to improve traffic flow (e.g., flag person).

MM 3.4-3k: To the extent possible, construction activity shall utilize electricity from the power grid rather than temporary diesel power generators and/or gasoline power generators.

MM 3.4-3l: Revegetate exposed earth surfaces following construction.

MM 3.4-3m: Encourage the incorporation of specific incentives into the contract bidding process to promote the use of clean fuel or low-emission construction equipment.

MM 3.4-3n: Require the use of Diesel Particulate Traps, where feasible and appropriate.

MM 3.4-3o: Require restrictions on truck and construction equipment idling for equipment of all fuel types.

MM 3.4-3p: Encourage the restriction of operations to alternative fuel vehicles, where feasible and appropriate.

MM 3.4-3q: Incentivize ride sharing and mass transit among construction workers to the extent possible.

MM 3.4-3r: Water any exposed surfaces at least twice daily to maintain surface crust, where appropriate.

Finding

The measures MM 3.4-3a through 3.4-3r, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.4-4

Short-term Localized Impacts. The cancer risk associated with construction projects under the Plan would likely exceed the locally acceptable cancer risk of 1 in one million.

Proposed Mitigation

MM 3.4-4a: Construction equipment shall be equipped with diesel particulate traps. Low sulfur or other alternative fuels shall be used in construction equipment where feasible.

Finding

The measure MM 3.4-4a, as presented above, has been adopted as part of the 2004 RTP. This measure will be implemented by lead agencies for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.4-6

Increased air traffic would increase emissions from aircraft and ground support equipment (GSE).

Proposed Mitigation

No mitigation measures are proposed.

Finding

Management of operations at the regional airports is not within the scope of SCAG's authority. No mitigation measures proposed by SCAG would effectively minimize aircraft emissions. Nonetheless, SCAG shall support efforts to minimize emissions at airports. ARB has proposed concepts that the federal government should consider to achieve emission reductions such as more stringent engine standards, retrofit controls, cleaner fuel and applying standards to non-tactical military aircraft.

Additional environmental evaluation under CEQA will be required for airport expansion projects as well as long-range airport planning efforts at the local level. These evaluations will identify mitigation measures to reduce impacts of airport emissions on local air quality. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

F.Noise

Impact 3.5-1

Grading and construction activities associated with the proposed freeway, arterial, transit and Maglev projects identified in the 2004 RTP would intermittently and temporarily generate noise levels above ambient background levels. Noise levels in the immediate vicinity of the construction sites would increase substantially sometimes for extended duration.

Proposed Mitigation

MM 3.5-1a: Project implementing agencies shall comply with all local sound control and noise level rules, regulations, and ordinances.

MM 3.5-1b: In residential areas, project implementing agencies shall limit the hours of construction to between 6:00 a.m. and 8:00 p.m. on Monday through Friday and between 7:00 a.m. and 8:00 p.m. on weekends.

MM 3.5-1c: Equipment and trucks used for project construction shall utilize the best available noise control techniques (including mufflers, intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds) in order to minimize construction noise impacts.

MM 3.5-1d: Impact equipment (e.g., jack hammers, pavement breakers, and rock drills) used for project construction will be hydraulically or electrically powered wherever possible, to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed air exhaust would be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used where feasible, and this could achieve a reduction of 5 dBA. Quieter procedures will be used such as the use of drilling rather than impact equipment, whenever feasible.

MM 3.5-1e: Project implementing agencies shall ensure that stationary noise sources will be located as far from sensitive receptors as possible. If they must be located near existing receptors, they will be adequately muffled.

MM 3.5-1f: The project implementing agencies shall designate a complaint coordinator responsible for responding to noise complaints received during the construction phase. The name and phone number of the complaint coordinator will be conspicuously posted at construction areas and on all advanced notifications. This person will be responsible for taking steps required to resolve complaints, including periodic noise monitoring, if necessary.

MM 3.5-1g: Noise generated from any rock-crushing or screening operations performed within 3,000 feet of any occupied residence shall be mitigated by the project proponent by strategic placement of material stockpiles between the operation and the affected dwelling or by other means approved by the local jurisdiction.

MM 3.5-1h: Project implementing agencies shall direct contractors to implement appropriate additional noise mitigation measures including, but not limited to, changing the location of stationary construction equipment, shutting off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources to comply with local noise control requirements.

MM 3.5-1i: Project implementing agencies shall implement use of portable barriers during construction of subsurface barriers, debris basins, and storm water drainage facilities.

MM 3.5-1j: In residential areas, pile driving will be limited to daytime working hours. No pile driving or blasting operations shall be performed within 3,000 feet of an occupied residence on Sundays, legal holidays, or between the hours of 8:00 p.m. and 8:00 a.m. on other days. Any

variance from this condition shall be obtained from the project proponent and must be approved by the local jurisdiction.

MM 3.5-1k: Wherever possible, sonic or vibratory pile drivers will be used instead of impact pile drivers (sonic pile drivers are only effective in some soils). If sonic or vibratory pile drivers are not feasible, acoustical enclosures will be provided as necessary to ensure that pile driving noise does not exceed speech interference criterion at the closest sensitive receptor.

MM 3.5-1l: Engine and pneumatic exhaust controls on pile drivers will be required as necessary to ensure that exhaust noise from pile driver engines is minimized to the extent feasible.

MM 3.5-1m: Where feasible, pile holes will be pre-drilled to reduce potential noise and vibration impacts.

Finding

The measures MM 3.5-1a through 3.5-1m, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by lead agencies as part of the planning and environmental clearance activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.5-2

Noise-sensitive land uses could be exposed to noise in excess of normally acceptable noise levels or substantial increases in noise as a result of the operation of expanded or new transportation facilities (i.e., increased traffic resulting from new highways, addition of highway lanes, roadways, ramps, and new use of new transit facilities as well as increased use of existing transit facilities, etc.).

Proposed Mitigation

MM 3.5-2a: As part of the appropriate environmental review of each project, a project specific noise evaluation shall be conducted and appropriate mitigation identified and implemented.

MM 3.5-2b: Project implementation agencies shall employ, where their jurisdictional authority permits, land use planning measures, such as zoning, restrictions on development, site design, and use of buffers to ensure that future development is compatible with adjacent transportation facilities.

MM 3.5-2c: Project implementation agencies shall, to the extent feasible and practicable, maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, rail lines, transit centers, park-and-ride lots, and other new noise-generating facilities.

MM 3.5-2d: Project implementation agencies shall construct sound reducing barriers between noise sources and noise-sensitive land uses. Sound barriers can be in the form of earth-berms or soundwalls. Constructing roadways as appropriate and feasible so that they are depressed

below-grade of the existing sensitive land uses also creates an effective barrier between the roadway and sensitive receptors.

MM 3.5-2e: Project implementation agencies shall, to the extent feasible and practicable, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not sufficiently reduce noise.

MM 3.5-2f: The project implementation agencies shall implement, to the extent feasible and practicable, speed limits and limits on hours of operation of rail and transit systems, where such limits may reduce noise impacts.

MM 3.5-2g: To reduce noise impacts, maximize distance of the Maglev route alignment from sensitive receptors. If the Maglev guideway were constructed along the center of a freeway, operation noise impacts would be reduced by the increase in distance to the noise sensitive sites and the masking effects of the freeway traffic noise.

MM 3.5-2h: Reduce Maglev speed in the vicinity of sensitive receptors.

MM 3.5-2i: As a last resort, eliminate the noise-sensitive receptor by acquiring rail and freeway right-of-way. This would ensure the effective operation of all transportation modes.

MM 3.5-2j: Passenger stations, maintenance facilities, decentralized maintenance facilities and electric substations should be located away from sensitive receptors, unless this mitigation would impede implementation of architecturally acceptable Transit Oriented Development (TOD) and appropriate infill development.

Finding

The measures MM 3.5-2a through 3.5-2j, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.5-3

Sensitive receptors potentially would be exposed to noise in excess of normally acceptable noise levels or substantial increases in noise as a result of the operation of expanded or new transportation facilities (i.e., increased traffic resulting from new highways, addition of highway lanes, roadways, ramps, and use of new transit facilities as well as increased use of existing transit facilities, etc.).

Proposed Mitigation

Mitigation measures 3.5-2a through 3.5-2j, as described above.

Finding

The measures MM 3.5-2a through 3.5-2j, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Cumulative Impact 3.5-4

Regional ambient noise levels potentially would increase substantially or above acceptable noise levels as a result of the operation of expanded or new transportation facilities (i.e., increased traffic resulting from new highways, addition of highway lanes, roadways, ramps, and use of new transit facilities as well as increased use of existing transit facilities, airports, and ports, etc.).

Proposed Mitigation

Mitigation measures 3.5-2a through 3.5-2j, as described above, in addition to the following measure:

MM 3.5-4a: SCAG shall encourage airport sponsors to implement voluntary curfews, changes in aircraft operations, adjacent land use compatibility, and physical noise buffers for aircraft and vehicles, where appropriate and feasible, to minimize noise impacts of aviation activities.

Finding

The measures MM 3.5-2a through 3.5-2j and 3.5-4a, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

G. Aesthetics and Views

Impact 3.6-1

Construction and implementation of individual 2004 RTP projects potentially would obstruct views of scenic resources.

Proposed Mitigation

MM 3.6-1a: Project implementation agencies shall implement design guidelines, local policies, and programs aimed at protecting views of scenic corridors and avoiding visual intrusions.

MM 3.6-1b: Project implementation agencies shall, to the extent feasible, construct noise barriers of materials whose color and texture complements the surrounding landscape and development. Noise barriers shall be graffiti resistant and landscaped with plants that screen the barrier, preferably with either native vegetation or landscaping that complements the dominant landscaping of surrounding areas.

Finding

The measures MM 3.6-1a and 3.6-1b, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.6-2

Construction and implementation of the proposed project potentially would alter the appearance of scenic resources along or near designated scenic highways and vista points.

Proposed Mitigation

MM 3.6-2a: Project implementation agencies shall, where practicable and feasible, avoid construction of transportation facilities in state and locally designated scenic highways and/or vista points.

MM 3.6-2b: Project implementation agencies shall complete design studies for projects in designated or eligible Scenic Highway corridors and develop site-specific mitigation measures to minimize impacts on the quality of the views or visual experience that originally qualified the highway for Scenic designation.

MM 3.6-2c: If transportation facilities are constructed in state and locally designated scenic highways and/or vista points, design, construction, and operation of the transportation facility shall be consistent with applicable guidelines and regulations for the preservation of scenic resources along the designated scenic highway.

Finding

The measures MM 3.6-2a through 3.6-2c, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.6-3

Construction and implementation of the proposed project potentially would create significant contrasts with the overall visual character of the existing landscape setting.

Proposed Mitigation

MM 3.6-3a: Project implementation agencies shall develop design guidelines for each type of transportation facility that make elements of proposed facilities visually compatible with surrounding areas. Visual design guidelines shall, at a minimum, include setback buffers, landscaping, color, texture, signage, and lighting criteria. The following methods shall be employed whenever possible:

- Transportation systems shall be developed to be compatible with the surrounding environment (i.e., colors and materials of construction material).
- If exotic vegetation is used, it shall be used as screening and landscaping that blends in and complements the natural landscape.
- Trees bordering highways shall remain or be replaced so that clear-cutting is not evident.
- Grading shall blend with the adjacent landforms and topography.

Finding

The measure MM 3.6-3a, as presented above, has been adopted as part of the 2004 RTP. This measure will be implemented by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.6-4

The projects in the 2004 RTP potentially would add visual elements of urban character to an existing natural, rural, and open space area.

Proposed Mitigation

MM 3.6-4a: Project implementation agencies shall design projects to minimize contrasts in scale and massing between the project and surrounding natural forms and development. Project implementation agencies shall design projects to minimize their intrusion into important view sheds and use contour grading to better match surrounding terrain.

MM 3.6-4b: Project implementation agencies shall use natural landscaping to minimize contrasts between the project and surrounding areas. Wherever possible, develop interchanges and transit lines at the grade of the surrounding land to limit view blockage. Contour the edges of major cut and fill slopes to provide a more natural looking finished profile.

Finding

The measures MM 3.6-4a and 3.6-4b, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Cumulative Impact 3.6-5:

Urbanization in the SCAG region will increase substantially by 2030. The 2004 RTP, by increasing mobility and including land-use-transportation measures, influences the pattern of this urbanization. The 2004 RTP's influence on growth contributes to regional cumulatively considerable impacts to the overall visual character of the existing landscape setting.

Proposed Mitigation

MM 3.6-5a: In visually sensitive site areas, local land use agencies shall apply development standards and guidelines to maintain compatibility with surrounding natural areas, including site coverage, building height and massing, building materials and color, landscaping, site grading, etc.

Finding

The measure MM 3.6-5a, as presented above, has been adopted as part of the 2004 RTP. This measure will be implemented by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

H. Biological Resources

Impact 3.7-1

Transportation projects included in the 2004 RTP on previously undisturbed land would potentially displace natural vegetation, and thus habitat, some of which is utilized by sensitive species in the SCAG region.

Proposed Mitigation

MM 3.7-1a: Each transportation project shall assess displacement of habitat due to removal of native vegetation during route planning. Routes shall be planned in order to avoid and/or minimize removal of native vegetation.

MM 3.7-1b: When avoidance of native vegetation removal is not possible, each transportation project shall replant disturbed areas with commensurate native vegetation of high habitat value adjacent to the project (i.e. as opposed to ornamental vegetation with relatively less habitat value), as appropriate based on the site conditions, and other considerations of the lead agency and appropriate resource agencies.

MM 3.7-1c: Individual transportation projects shall include offsite habitat enhancement or restoration to compensate for unavoidable habitat losses from the project site as appropriate based on the site conditions, and other considerations of the lead agency and appropriate resource agencies.

Finding

The measures MM 3.7-1a through 3.7-1c, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.7-2

The 2004 RTP would potentially contribute to the fragmentation of existing habitat, decreasing habitat patch sizes, reducing habitat connectivity, and causing direct injury to wildlife. The 2004 RTP includes new transportation corridors that may form barriers to animal migration or foraging routes.

Proposed Mitigation

MM 3.7-2a: Individual transportation projects included in the 2004 RTP shall conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on and off-site. Mitigation banking (opportunities to purchase, maintain, and/or restore offsite habitat) is one opportunity that project proponents and jurisdictions may pursue.

MM 3.7-2b: Each transportation project, including expansion and retrofitting of existing transportation structures, shall provide or rehabilitate wildlife crossings/access at locations useful and appropriate for the species of concern, as feasible and appropriate.

MM 3.7-2c: Individual transportation projects shall include analysis of wildlife corridors during project planning. These studies shall be conducted by qualified biologists with the appropriate expertise, as determined by the lead agency, and they shall be conducted using appropriate methodology over an appropriate time period, especially to account for species with large territories, seasonal variation in movement patterns, and rare or uncommon species. Impacts to these corridors shall be avoided and/or minimized and monitoring of wildlife movement and the success of constructed corridors such as undercrossings should continue for at least one year after construction.

MM 3.7-2d: Each transportation project included in the Plan shall use wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads. Inclusion of this mitigation measure shall be considered on a case-by-case basis, as use of wildlife fencing could further increase the effects of habitat fragmentation and isolation for many species.

Finding

The measures MM 3.7-2a through 3.7-2d, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.7-3

The 2004 RTP includes new transportation facilities that would potentially increase near-road human disturbances such as litter, trampling, light pollution and road noise in previously relatively inaccessible and undisturbed natural areas.

Proposed Mitigation

MM 3.7-3a: Individual transportation projects shall minimize vehicular accessibility to areas beyond the actual transportation surface. This can be accomplished through fencing and signage.

MM 3.7-3b: Each project shall establish litter control programs in appropriate areas, such as trash receptacles at road turnouts and view points.

MM 3.7-3c: Each project shall use road noise minimization methods, such as brush and tree planting, at heavy noise-producing transportation areas that might affect wildlife. Native vegetation should be used.

Finding

The measures MM 3.7-3a through 3.7-3c, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.7-5

The 2004 RTP projects would potentially create noise, smoke, lights and/or other disturbances to biological resources during construction phases for these projects.

Proposed Mitigation

MM 3.7-5a: Individual projects shall avoid and/or minimize construction activities that have the potential to expose species to noise, smoke, or other disturbances. Pre-construction surveys shall be conducted as appropriate to determine the presence of any species that would need to be protected from such an impact.

MM 3.7-5b: Individual projects shall be scheduled to avoid construction during critical life stages or sensitive seasons (e.g. the nesting season).

Finding

The measures MM 3.7-5a and 3.7-5b, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.7-6

The 2004 RTP includes projects that would potentially displace riparian or wetland habitat.

Proposed Mitigation

MM 3.7-6a: Construction through or adjacent to wetlands or riparian areas shall be avoided where feasible through route planning.

MM 3.7-6b: Each transportation project shall avoid removal of wetland or riparian vegetation. Specific vegetation that is not to be removed shall be so marked during construction. Riparian vegetation removal shall be minimized.

MM 3.7-6c: Each transportation project shall replace any disturbed wetland, riparian or aquatic habitat, either on-site or at a suitable off-site location at ratios to ensure no net loss.

MM 3.7-6d: When individual projects include unavoidable losses of riparian or aquatic habitat, adjacent or nearby riparian or aquatic habitat shall be enhanced (e.g. through removal of non-native invasive wetland species and replacement with more ecologically valuable native species) as appropriate based on the site conditions, and other considerations of the lead agency and appropriate resource agencies.

Finding

The measures MM 3.7-6a through 3.7-6d, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.7-7

The 2004 RTP would potentially increase siltation of streams and other water resources from exposures of erodible soils during construction activities.

Proposed Mitigation

MM 3.7-7a: Individual projects near water resources shall implement Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport. A more detailed description of BMPs is provided in Section 3.12 Water Resources.

MM 3.7-7b: Individual projects shall schedule construction activities to avoid sensitive times for biological resources (e.g. steelhead spawning periods during the winter and spring) and to avoid the rainy season when erosion and sediment transport is increased.

Finding

The measures MM 3.7-7a and 3.7-7b, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Cumulative Impact 3.7-9

Urbanization in the SCAG region will increase substantially by 2030. The 2004 RTP, by increasing mobility and including land-use-transportation measures, influences the pattern of this urbanization.

Proposed Mitigation

The cumulative impacts to biological resources, due to the forecast urban development associated with the 2004 RTP would be mitigated using the same measures detailed for Impacts 3.7-1 through 3.7-7 in addition to the following measure.

MM 3.7-9a: Future impacts to biological resources shall be minimized through cooperation, information sharing, and program development during the update of the Open Space and Conservation chapter of SCAG's *Regional Comprehensive Plan* and Guide and through SCAG's Energy and Environment Committee. SCAG shall consult with the resource agencies, such as U.S. Fish and Wildlife Service and California Department of Fish and Game during this update process.

Finding

The measures MM 3.7-1a through 3.7-7b for impacts 3.7-1 through 3.7-7, and Mitigation Measure 3.7-9a, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by SCAG and its member agencies during the update of the Regional Comprehensive Plan and Guide, and by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

I. Cultural Resources

Impact 3.8-1

Development of highway, arterial and transit projects would potentially impact historic resources.

Proposed Mitigation

MM 3.8-1a: As part of the appropriate environmental review of individual projects, the project implementation agencies shall identify potential impacts to historic resources. A record search at the appropriate Information Center shall be conducted to determine whether the project area has been previously surveyed and whether resources were identified.

MM 3.8-1b: As necessary, prior to construction activities, the project implementation agencies shall obtain a qualified architectural historian to conduct historic architectural surveys as recommended by the Archaeological Information Center. In the event the records indicate that no previous survey has been conducted, the Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for cultural resources within 1,000 feet of the improvement.

MM 3.8-1c: The project implementation agencies shall comply with Section 106 of the NHPA if federal funding or approval is required. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. This mitigation measure may include, but are not limited to the following:

- The project implementation agencies shall carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of any impacted historic resource, which shall be conducted in a manner consistent with the Secretary of the Interior's Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. Weeks and Grimmer (1995).

In some instances, the following mitigation measure may be appropriate in lieu of the previous mitigation measure:

MM 3.8-1d: The project implementation agencies shall secure a qualified environmental agency and/or architectural historian or other such qualified person, as deemed necessary, to document any significant historical resource(s), by way of historic narrative, photographs, or architectural drawings.

Finding

The measures MM 3.8-1a through 3.8-1d, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.8-2

Construction activities involving excavation and earthmoving would potentially encounter archaeological resources.

Proposed Mitigation

MM 3.8-2a: As part of the appropriate environmental review of individual projects, the project implementation agencies shall consult with the NAHC to determine whether known sacred sites are in the project area, and identify the Native American(s) to contact to obtain information about the project site.

MM 3.8-2b: Prior to construction activities, the project implementation agencies shall obtain a qualified archaeologist to conduct a record search at the appropriate Information Center of the California Archaeological Inventory to determine whether the project area has been previously surveyed and whether resources were identified.

MM 3.8-2c: As necessary prior to construction activities, the project implementation agencies shall obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the Information Center. In the event the records indicate that no previous survey has been conducted, the

Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for cultural resources.

MM 3.8-2d: If the record search indicates that the project is located in an area rich with cultural materials, the project proponent shall retain a qualified archaeologist to monitor any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property.

MM 3.8-2e: Construction activities and excavation should be conducted to avoid cultural resources (if found). If avoidance is not feasible, further work may need to be done to determine the importance of a resource. The project implementation agencies shall obtain a qualified archaeologist familiar with the local archaeology, and/or an architectural historian should make recommendations regarding the work necessary to determine importance. If the cultural resource is determined to be important under state or federal guidelines, impacts on the cultural resource will need to be mitigated.

MM 3.8-2f: Project implementation agencies shall stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine the importance of these resources.

Finding

The measures MM 3.8-2a through 3.8-2f, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.8-3

Construction activities involving excavation and earthmoving may encounter paleontological materials.

Proposed Mitigation

MM 3.8-3a: As part of the appropriate environmental review of individual projects, the project implementation agencies shall obtain a qualified paleontologist to identify and evaluate paleontological resources where potential impacts are considered high; the paleontologist shall also conduct a field survey in these areas.

MM 3.8-3b: Construction activities shall avoid known paleontological resources, if feasible, especially if the resources in a particular lithic unit formation have been determined through detailed investigation to be unique. If avoidance is not feasible, paleontological resources should be excavated by the qualified paleontologist and given to a local agency, or other applicable institution, where they could be displayed.

Finding

The measures MM 3.8-3a and 3.8-3b, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Cumulative Impact 3.8-5

Urbanization in the SCAG region will increase substantially by 2030. The 2004 RTP, by increasing mobility and by inclusion of land-use-transportation measures, influences the pattern of this urbanization. The 2004 RTP's influence on growth contributes to regional cumulatively considerable impacts to existing historic resources and previously undisturbed and undiscovered cultural resources, as described in Impacts 3.8-1 through 3.8-4.

Proposed Mitigation

The cumulative impacts to cultural resources, due to the forecast urban development associated with the 2004 RTP, would be mitigated using the same measures detailed for Impacts 3.8-1 through 3.8-3 in addition to the following measures.

MM 3.8-4a: As part of the appropriate environmental review of individual projects, the project implementation agencies, in the event of discovery or recognition of any human remains, during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, shall cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required; and

MM 3.8-4b: If the remains are of Native American origin,

- The coroner will contact the Native American Heritage Commission in order to ascertain the proper descendants from the deceased individual. The coroner shall make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains.

or,

- If the Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission, in which case
- The landowner or his authorized representative shall obtain a Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance where the following conditions occur:
 - The NAHC is unable to identify a descendent;
 - The descendant identified fails to make a recommendation; or

- The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the NAHC Commission fails to provide measures acceptable to the landowner.

MM 3.8-5a: Future impacts to cultural resources shall be minimized through cooperation, information sharing, and program development of SCAG's *RCPG* and through SCAG's Energy and Environment Committee. The resource agencies, such as the Office of Historic Preservation, shall be consulted during this update process.

Finding

The measures MM 3.8-1a through 3.8-3b, as presented above for impacts 3.8-1 through 3.8-3, in addition to MM 3.8-4a, 3.8-4b, and 3.8-5a have been adopted as part of the 2004 RTP. These measures will be implemented by SCAG and its member agencies during the update of the Regional Comprehensive Plan and Guide, and by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

J. Geology, Soils, and Seismicity

Impact 3.9-2

Highway and rail construction can require significant earthwork and road cuts, increasing long-term erosion potential and slope failure. Earthwork can also alter unique geologic features. The impacts of projects considered as part of the 2004 RTP would be considered significant in some cases.

Proposed Mitigation

MM 3.9-2a: The project implementing agencies shall ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features shall include measures to reduce erosion from stormwater. Road cuts shall be designed to maximize the potential for revegetation.

MM 3.9-2b: Implementing agencies shall ensure that projects avoid landslide areas and potentially unstable slopes wherever feasible.

MM 3.9-2c: Where practicable, routes and project designs that would permanently alter unique geologic features shall be avoided.

Finding

The measures MM 3.9-2a through 3.9-2c, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Cumulative Impact 3.9-4

The actions considered by the 2004 RTP have the potential to cause cumulatively considerable adverse effects on human beings, when considered at the regional scale.

Proposed Mitigation

The project-level mitigation measures (MM 3.9-2a through MM 3.9-2c above, in addition to MM 3.9-1a through 3.9-1c and MM 3.9-3a and 3.9-3b below) are expected to provide some measure of additive relief from the potential hazards due to geologic and seismic factors. In addition, the regional-scale planning and growth visioning activities carried out by SCAG in preparation of the 2004 RTP are expected to heighten awareness, particularly among county and city agencies, of the importance of appropriate siting decisions. As can be read from the maps used in this analysis, while it is meaningful to speak of the ubiquity of seismic and geologic hazards throughout the SCAG region, it is also notable that many of the hazards are highly localized. Appropriate use of engineering technologies, when coupled with well thought-out siting decisions, can considerably lessen the potential for harm to human life and property resulting from these factors, taken together.

MM 3.9-1a: Implementing agencies shall ensure that projects be designed in accordance with county and city code requirements for seismic ground shaking. The design of projects shall consider seismicity of the site, soil response at the site, and dynamic characteristics of the structure, in compliance with the appropriate California Building Code standards for construction in or near fault zones.

MM 3.9-1b: Implementing agencies shall ensure that projects located within or across Alquist-Priolo Zones comply with design requirements provided in Special Publication 117, published by the CGS, as well as relevant local, regional, state, and federal design criteria for construction in seismic areas.

MM 3.9-1c: The project implementing agencies shall ensure that geotechnical analysis is conducted within construction areas to ascertain soil types and local faulting prior to preparation of project designs.

MM 3.9-3a: Implementing agencies shall ensure that geotechnical investigations are conducted by a qualified geologist to identify the potential for subsidence and expansive soils. Recommended corrective measures, such as structural reinforcement and replacing soil with engineered fill, shall be implemented in project designs.

MM 3.9-3b: Implementing agencies shall ensure that, prior to preparing project designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.

Finding

The measures MM 3.9-1a through 3.9-1c, 3.9-2a through 3.9-2c, and 3.9-3a and 3.9-3b, as presented above have been adopted as part of the 2004 RTP. These measures will be implemented by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the

residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

J. Hazardous Materials

Impact 3.10-1

The implementation of the 2004 RTP would create a potential hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during transportation. This would be a significant impact.

Proposed Mitigation

MM 3.10-1a: SCAG shall encourage the USDOT, the Office of Emergency Services, and the Caltrans to continue to conduct driver safety training programs and encourage the private sector to continue conducting driver safety training.

MM 3.10-1b: SCAG shall encourage the USDOT and the CHP to continue to enforce speed limits and existing regulations governing goods movement and hazardous materials transportation.

MM 3.10-1c: SCAG shall encourage federal, state, and local efforts to educate businesses on the use of less dangerous alternatives to hazardous materials.

Finding

The measures MM 3.10-1a through 3.10-1c as presented above have been adopted as part of the 2004 RTP. These measures will be implemented by SCAG and its member agencies. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.10-3

Implementation of the 2004 RTP would result in the potential release of hazardous materials within one-quarter mile of schools.

Proposed Mitigation

MM 3.10-3a: SCAG shall encourage the United States Department of Transportation, the Office of Emergency Services, and the California Department of Transportation to continue to conduct driver safety training programs and encourage the private sector to continue conducting driver safety training.

MM 3.10-3b: SCAG shall encourage the United States Department of Transportation and the California Highway Patrol to continue to enforce speed limits and existing regulations governing goods movement and hazardous materials transportation.

MM 3.10-3c: Prior to approval of any RTP project, the Lead Agency for each individual project shall consider existing and known planned school locations when determining the alignment of new transportation projects and modifications to existing transportation facilities.

MM 3.10-3d: SCAG shall encourage federal, state, and local efforts to educate businesses on the use of less dangerous alternatives to hazardous materials.

Finding

The measures MM 3.10-3a through 3.10-3d as presented above have been adopted as part of the 2004 RTP. These measures will be implemented by SCAG and the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Cumulative Impact 3.10-5

The 2004 RTP would contribute a cumulatively significant amount of hazardous material transportation impacts to counties outside of the SCAG region.

Proposed Mitigation

The projects and measures designed to minimize VHT and VMT that are included in the 2004 RTP as well as Mitigation Measures 3.3-1a, 3.3-1b, 3.3-3a, 3.4-1a, and 3.4-1b, would minimize this effect.

Finding

The 2004 RTP includes measures and projects that reduce VHT and VMT compared to the future condition without implementation of the Plan (The No Project). Mitigation Measure 3.3-1a would further reduce VHT and VMT; however, this mitigation measure is not adopted as it is determined to be financially and institutionally infeasible. Other feasible measures intended to reduce vehicle miles traveled are included as integral parts of the 2004 RTP, as CEQA requires that public agencies "incorporat[e] the mitigation measures into the plan" (Public Resources Code 21081.6(b)). The 2004 RTP is a financially constrained plan, such that adoption of further measures beyond those funded by projected revenues would not be prudent.

MM 3.3-1b, 3.3-3a, 3.4-1a and 3.4-1b are adopted as part of the 2004 RTP. These measures will be implemented by SCAG and the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

K. Energy

Impact 3.11-2

The implementation of the 2004 RTP is likely to substantially increase the consumption of electricity, natural gas, gasoline, diesel, or other non-renewable energy types in the operation of the transportation system between the current conditions and 2030. This would be a significant impact.

Proposed Mitigation

Mitigation Measures MM 3.3-1a, MM 3.4-1a and MM 3.4-1b would contribute to energy impact mitigation, in addition to the following measures.

MM 3.11-2a: Project implementation agencies shall review energy impacts as part of project-specific environmental review as required by CEQA. For any identified impacts, appropriate mitigation measures should be identified. The project implementation agency or local jurisdiction shall be responsible for ensuring adherence to the mitigation measures.

MM 3.11-2b: For any project anticipated to require substantial electrical usage, the project implementation agency shall submit projected electricity and natural gas demand calculations to the local electricity or natural gas provider, respectively, for its analysis. Any infrastructure improvements necessary for project construction shall be completed according to the specifications of the energy provider.

MM 3.11-2c: Transit providers shall, as feasible, assure that designers of new transit stations incorporate solar panels in roofing and tap other renewable energy sources to offset new demand on conventional power sources.

MM 3.11-2d: SCAG shall encourage state and federal lawmakers and regulatory agencies to pursue the design of programs to either require or incentivize the expanded availability and use of alternative-fuel vehicles to reduce the impact of shifts in petroleum fuel supply and price.

Finding

The 2004 RTP includes measures and projects that reduce VHT and VMT compared to the future condition without implementation of the Plan (The No Project). Mitigation Measure 3.3-1a would further reduce VHT and VMT; however, this mitigation measure is not adopted as it is determined to be financially and institutionally infeasible. Other feasible measures intended to reduce vehicle miles traveled are included as integral parts of the 2004 RTP, as CEQA requires that public agencies "incorporat[e] the mitigation measures into the plan" (Public Resources Code 21081.6(b)). The 2004 RTP is a financially constrained plan, such that adoption of further measures beyond those funded by projected revenues would not be prudent.

MM 3.3-1b, 3.3-3a, 3.4-1a, 3.4-1b, and 3.11-2a through 3.11-2d are adopted as part of the 2004 RTP. These measures will be implemented by SCAG and the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Cumulative Impact 3.11-3

Implementation of the investments and policies in the 2004 RTP would contribute to a cumulatively considerable increase in the amount of total energy consumed in the SCAG region between 2000 and 2030.

Proposed Mitigation

Mitigation Measures MM 3.11-2a through MM 3.11-2d will help to mitigate the cumulative impacts on energy consumption related to the 2004 RTP in addition to the following measure:

MM 3.11-3a: SCAG shall continue to work with local jurisdictions and energy providers, through its Energy and Environment Committee and other means, to encourage regional-scale planning for improved energy management. Future impacts to energy shall be minimized through cooperative planning, and information sharing within the SCAG region. This cooperative planning shall occur during the update of the Energy chapter of SCAG's RCPG.

Finding

Mitigation Measures 3.11-2a through 3.11-2d, and 3.11-3a are adopted as part of the 2004 RTP. These measures will be implemented by SCAG and the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

L. Water Resources**Impact 3.12-1**

Local surface water quality would potentially be degraded by increased roadway runoff created by RTP projects, potentially violating water quality standards associated with wastewater and stormwater permits. These projects would potentially alter the existing drainage patterns in ways that could result in substantial erosion or siltation.

Proposed Mitigation

In addition to MM 3.7-7a and MM 3.9-2a, the following mitigation measures are recommended:

MM 3.12-1a: Transportation improvements shall comply with federal, state, and local regulations regarding storm water management. State-owned highways and other transportation facilities are subject to compliance with a statewide stormwater permit issued to Caltrans.

MM 3.12-1b: Project implementation agencies shall ensure that new facilities include water quality control features such as drainage channels, detention basins, and vegetated buffers to prevent pollution of adjacent water resources by polluted runoff. Wherever feasible, detention basins shall be equipped with oil and grease traps and other appropriate, effective and well-maintained control measures.

MM 3.12-1c: Project implementation agencies shall ensure that operational best management practices for street cleaning, litter control, and catch basin cleaning are implemented to prevent water quality degradation.

MM 3.12-1d: Storm Water Pollution Prevention Plans (SWPPPs) shall be submitted to the State Water Resources Control Board (SWRCB) when proposed transportation improvement projects require construction activities. In these activities Best Management Practices (BMPs) shall be followed to manage site erosion and spill control.

MM 3.12-1e: Projects requiring the discharge of dredged or fill materials into U.S. waters, including wetlands, shall comply with sections 404 and 401 of the Clean Water Act (CWA) including the requirement to obtain a permit from the U.S. Army Corps of Engineers and the governing Regional Water Quality Control Board (RWQCB).

MM 3.12-1f: Long-term sediment control shall include an erosion control and revegetation program designed to allow reestablishment of native vegetation on slopes and undeveloped areas.

MM 3.12-1g: Drainage of roadway runoff should, wherever possible, be designed to run through vegetated median strips, contoured to provide adequate storage capacity and to provide overland flow, detention and infiltration before it reaches culverts. Detention basins and ponds, aside from controlling runoff rates, can also remove particulate pollutants through settling.

Finding

Mitigation Measures 3.7-7a, 3.9-2a, and 3.12-1a through 3.12-1g are adopted as part of the 2004 RTP. These measures will be implemented by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Cumulative Impact 3.12-4

Urbanization in the SCAG region will increase substantially by 2030. The 2004 RTP, by increasing mobility and including land-use-transportation measures, influences the pattern of this urbanization. The 2004 RTP's influence on growth would contribute to the conversion of undeveloped land to urban uses, resulting in impacts to water quality.

Proposed Mitigation

Mitigation Measures 3.12-1a through 3.12-1g shall be applied to all urban development projects, as feasible, in addition to the following measure:

MM 3.12-4a: SCAG shall continue to work with local jurisdictions and water quality agencies, through its Water Policy Task Force and other means, to encourage regional-scale planning for improved water quality management and pollution prevention. Future impacts to water quality shall be avoided through cooperative planning, information sharing and comprehensive pollution control measure development within the SCAG region. This cooperative planning shall occur during the update of the Water Resources and Water Quality chapters of SCAG's RCPG and through SCAG's Water Policy Task Force. This task force offers an opportunity for local

jurisdictions and water agencies to share information and strategies to plan for water quality in the region.

Finding

Mitigation Measures 3.12-1a through 3.12-1g and 3.12-4a are adopted as part of the 2004 RTP. These measures will be implemented by SCAG and its member agencies during the update of the Regional Comprehensive Plan and Guide (RCPG), and by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Cumulative Impact 3.12-5

Urbanization in the SCAG region will increase substantially by 2030. The 2004 RTP, by increasing mobility and by inclusion of land-use-transportation measures, influences the pattern of this urbanization. The 2004 RTP's influence on growth would contribute to the conversion of undeveloped land to urban uses, resulting in impacts to stormwater infiltration and groundwater recharge.

Proposed Mitigation

Mitigation Measures 3.12-2a through 3.12-2c shall be applied to all urban development projects, as feasible, in addition to MM 3.12-5a.

MM 3.12-2a: Project implementation agencies shall avoid designs that require continual dewatering where feasible.

MM 3.12-2b: Project implementation agencies shall ensure that projects that do require continual dewatering facilities implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes adverse impacts on groundwater for the life of the project. Construction designs shall comply with appropriate building codes and standard practices including the Uniform Building Code.

MM 3.12-2c: Detention basins, infiltration strips, and other features to control surface runoff and facilitate groundwater recharge shall be incorporated into the design of new transportation projects.

MM 3.12-5a: SCAG shall continue to work with local jurisdictions and water agencies, through its Water Policy Task Force and other means, including the update of the Water Quality and Water Resources chapters for SCAG's RCPG, to encourage regional-scale planning for improved stormwater management and groundwater recharge. Future adverse impacts shall be avoided through cooperative planning, information sharing, and comprehensive implementation efforts within the SCAG region. SCAG's Water Policy Task Force offers an opportunity for local jurisdictions and water agencies to share information and strategies for improving regional performance in these efforts.

Finding

Mitigation Measures 3.12-2a through 3.12-2c and 3.12-5a are adopted as part of the 2004 RTP. These measures will be implemented by SCAG and its member agencies during the update of the Regional Comprehensive Plan and Guide (RCPG), and by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Cumulative Impact 3.12-6

Urbanization in the SCAG region will increase substantially by 2030. The 2004 RTP, by increasing mobility and including land-use-transportation measures, influences the pattern of this urbanization. The 2004 RTP's influence on growth would contribute to the conversion of undeveloped land to urban uses, resulting in flooding hazard impacts.

Proposed Mitigation

Mitigation Measures 3.12-3a through 3.12-3e shall be applied to all urban development projects, as feasible.

MM 3.12-3a: Natural riparian conditions near projects shall be maintained, wherever feasible, to minimize the effects of stormwater flows at stream crossings.

MM 3.12-3b: Prior to construction, a drainage study shall be conducted for each new project. Drainage systems shall be designed to maximize the dissipation of storm flow velocities with the use of detention basins and vegetated areas, measures that will reduce storm flow risks to areas downstream of a project. Projects shall consider designs for the lateral transmission of storm water and other similar means to minimize the risks of upstream flooding.

MM 3.12-3c: All roadbeds for new highway and rail facilities should be elevated at least one foot above the 100-year base flood elevation. Since alluvial fan flooding is not often identified on FEMA flood maps, the risk of alluvial fan flooding shall be evaluated and projects shall be sited to avoid alluvial fan flooding where feasible.

MM 3.12-3d: Transportation improvements shall comply with local, state, and federal floodplain regulations. Projects requiring federal approval or funding shall comply with Executive Order 11988 on Floodplain Management, which requires avoidance of incompatible floodplain development, restoration and preservation of the natural and beneficial floodplain values, and maintenance of consistency with the standards and criteria of the National Flood Insurance Program.

MM 3.12-3e: Improvement projects on existing facilities shall include upgrades to stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow velocities. System designs shall be completed to eliminate increases in peak flow rates from current levels.

Finding

Mitigation Measures 3.12-3a through 3.12-3e are adopted as part of the 2004 RTP. These measures will be implemented by SCAG and by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Cumulative Impact 3.12-7

Urbanization in the SCAG region will increase substantially by 2030. The 2004 RTP, by increasing mobility and by including land-use-transportation measures, influences the pattern of this urbanization. The 2004 RTP's influence on growth would contribute to the need for increased wastewater treatment capacities in the region by 2030.

Proposed Mitigation

MM 3.12-7a: Local jurisdictions should encourage new development and industry to locate in those service areas with existing wastewater infrastructure and treatment capacity.

MM 3.12-7b: Wastewater treatment agencies are encouraged to have expansion plans, approvals and financing in place once their facilities are operating at 80 percent of capacity. Through the update to the Water Quality and Water Resources chapters of SCAG's Regional Comprehensive Plan and Guide (RCPG), SCAG shall provide opportunities for information sharing and program development.

MM 3.12-7c: Local jurisdictions should promote reduced wastewater system demand by:

- designing wastewater systems to minimize inflow and infiltration to the extent feasible,
- reducing overall source water generation by domestic and industrial users,
- deferring development approvals for industries that generate high volumes of wastewater until wastewater agencies have expanded capacity.

Finding

Mitigation Measures 3.12-7a through 3.12-7c are adopted as part of the 2004 RTP. These measures will be implemented by SCAG and its member agencies during the update of the Regional Comprehensive Plan and Guide, and by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Cumulative Impact 3.12-8

Urbanization in the SCAG region will increase substantially by 2030. The 2004 RTP, by increasing mobility and by inclusion of land-use-transportation measures, influences the pattern of this urbanization. The 2004 RTP's influence on growth would contribute to an increased demand for water supply and its associated infrastructure. Comparing 2030 demands to existing supplies does not fully reflect the ongoing water planning conducted by water agencies in the region. While existing supplies and infrastructure may not be sufficient to meet expected 2030

demands, most water agencies have plans in place to respond to future growth. However, the *existing* water supplies and infrastructure would not be sufficient to meet the expected demand in 2030.

Proposed Mitigation

MM 3.12-8a: SCAG shall facilitate local water agencies' informing local jurisdictions of their continued efforts to evaluate future water demands and establish the necessary supply and infrastructure, as documented in their Urban Water Management Plans.

MM 3.12-8b: SCAG shall facilitate local water agencies' informing local jurisdictions of their continued efforts to develop supplies to meet projected demand in 2030.

MM 3.12-8c: SCAG shall facilitate information-sharing about the kind of regional coordination throughout California and the Colorado River Basin that develops and supports sustainable growth policies.

MM 3.12-8d: Future impacts to water supply shall be minimized through cooperation, information sharing, and program development during the update of the Water Resources chapter of SCAG's *RCPG* and through SCAG's Water Policy Task Force. This task force presents an opportunity for local jurisdictions and water agencies to share information and strategies (such as those listed above) about their on-going water supply planning efforts, including the following types of actions:

- Minimize impacts to water supply by developing incentives, education and policies to further encourage water conservation and thereby reduce demand.
- Involve the region's water supply agencies in planning efforts in order to make water resource information, such as water supply and water quality, location of recharge areas and groundwater, and other useful information available to local jurisdictions for use in their land use planning and decisions.
- Provide, as appropriate, legislative support and advocacy of regional water conservation, supply and water quality projects.
- Promote water-efficient land use development.

The Water Policy Task Force and the update to SCAG's *RCPG* present an opportunity for SCAG to partner with the region's water agencies in outreaching to local government on important water supply issues. SCAG provides a unique opportunity to increase communication between land use and water planners. The goals of the Task Force would not be to duplicate existing efforts of the water agencies.

Finding

Mitigation Measures 3.12-8a through 3.12-8d are adopted as part of the 2004 RTP. These measures will be implemented by SCAG and its member agencies during the update of the Regional Comprehensive Plan and Guide, and by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

M. Public Services**Cumulative Impact 3.13-5**

Urbanization in the SCAG region will increase substantially by 2030. The 2004 RTP, by increasing mobility and including land-use-transportation measures, influences the pattern of this urbanization. The 2004 RTP's influence on growth contributes to a regional cumulatively considerable fire threat to development in the SCAG Region.

Proposed Mitigation

MM 3.13-5a: SCAG shall encourage local jurisdictions to strengthen and fully enforce fire codes and regulations.

MM 3.13-5b: SCAG shall encourage the use of fire-resistant materials when constructing projects in areas with high fire threat.

MM 3.13-5c: SCAG shall encourage the use of fire-resistant vegetation and the elimination of brush and chaparral in the immediate vicinity of development in areas with high fire threat.

MM 3.13-5d: SCAG shall help reduce fire threats in the region as part of the Growth Visioning process and as policies in the update of SCAG's Regional Comprehensive Plan and Guide.

Finding

Mitigation Measures 3.13-5a through 3.13-5d are adopted as part of the 2004 RTP. These measures will be implemented by SCAG and its member agencies during the update of the Regional Comprehensive Plan and Guide, and by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Cumulative Impact 3.13-6

Urbanization in the SCAG region will increase substantially by 2030. The 2004 RTP, by increasing mobility and including land-use-transportation measures, influences the pattern of this urbanization. The 2004 RTP's influence on growth contributes to regional cumulatively considerable impacts to the staffing level of police and fire and emergency services in the SCAG Region.

Proposed Mitigation

MM 3.13-6a: Implementation agencies shall carefully evaluate the growth inducing potential of individual projects so that the full implications of the project are understood. Individual environmental documents shall quantify indirect impacts (growth that could be facilitated or induced) on public services and utilities to the extent feasible. Implementation agencies shall work with lead and responsible agencies to make any necessary adjustments to the applicable General Plan. Any such identified adjustment shall be communicated to SCAG.

Finding

Mitigation Measure 3.13-6a is adopted as part of the 2004 RTP. This measure will be implemented by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Cumulative Impact 3.13-7

Urbanization in the SCAG region will increase substantially by 2030. The 2004 RTP, by increasing mobility and by inclusion of land-use-transportation measures, influences the pattern of this urbanization. The 2004 RTP's influence on growth contributes to regional cumulatively considerable impacts to the number of school-age children and the demand for school facilities in different parts of the SCAG Region.

Proposed Mitigation

MM 3.13-7a: Project implementation agencies shall undertake project specific review of the public utilities and services as part of project specific environmental review. For any identified impacts, project implementation agencies shall ensure that the appropriate school district has the school capacity, or is planning for the capacity, that the project will generate. Appropriate mitigation measures, such as new school construction or expansion, shall be identified. The project implementation agencies or local jurisdiction shall be responsible for ensuring adherence to the mitigation measures. SCAG shall be provided with documentation of compliance with any necessary mitigation measures.

Finding

Mitigation Measure 3.13-7a is adopted as part of the 2004 RTP. This measure will be implemented by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Cumulative Impact 3.13-9

Urbanization in the SCAG region will increase substantially by 2030. The 2004 RTP, by increasing mobility and including land-use-transportation measures, influences the pattern of this urbanization. The 2004 RTP's influence would create a cumulatively considerable impact to the demand for solid waste services in the SCAG region.

Proposed Mitigation

MM 3.13-9a: SCAG shall encourage the CIWMB to continue to enforce solid waste diversion mandates that are enacted by the Legislature.

MM 3.13-9b: SCAG shall encourage local jurisdictions to continue to adopt programs to comply with state solid waste diversion rate mandates and, where possible, shall encourage further recycling to exceed these rates.

MM 3.13-9c: Future impacts related to management of solid waste shall be minimized through cooperation, information sharing, and program development during the update of the Integrated Solid Waste Management chapter of SCAG's Regional Comprehensive Plan and Guide (RCPG) and through SCAG's Energy and Environment Committee. SCAG shall consult with the California Integrated Waste Management Board (CIWMB) during this process.

Finding

Mitigation Measures 3.13-9a through 3.13-9c are adopted as part of the 2004 RTP. These measures will be implemented by SCAG and its member agencies during the update of the Regional Comprehensive Plan and Guide, and by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

V. Findings That Significant Mitigable Impacts Are Mitigated to a Level of Insignificance**A. Biological Resources****Impact 3.7-4**

The 2004 RTP projects would potentially damage natural vegetation and other habitat components as a result of trampling or off-road machinery during the construction phases for these projects. Direct fatalities to wildlife would also potentially occur.

Proposed Mitigation

MM 3.7-4a: Each project shall be preceded by pre-construction monitoring to ensure no sensitive species' habitat would be unnecessarily destroyed. All discovered sensitive species habitat shall be avoided where feasible, or disturbance shall be minimized.

MM 3.7-4b: Each project shall schedule work to avoid critical life stages (e.g. nesting) of species of concern.

MM 3.7-4c: Each project shall fence and/or mark sensitive habitat to prevent unnecessary machinery or foot traffic during construction activities.

MM 3.7-4d: When removal and/or damage to sensitive species habitat is unavoidable during construction, each project shall replant any disturbed natural areas with appropriate native vegetation following the completion of construction activities.

Finding

Mitigation Measures 3.7-4a through 3.7-4d are adopted as part of the 2004 RTP. These measures will be implemented by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that Impact 3.7-4 will be mitigated to a less than significant level.

B. Cultural Resources**Impact 3.8-4**

Construction activities involving excavation and earthmoving may encounter human remains.

Proposed Mitigation

MM 3.8-4a: As part of the appropriate environmental review of individual projects, the project implementation agencies, in the event of discovery or recognition of any human remains, during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, shall cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required; and

MM 3.8-4b: If the remains are of Native American origin,

- The coroner will contact the Native American Heritage Commission in order to ascertain the proper descendants from the deceased individual. The coroner shall make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains.
- or,
- If the Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission, in which case
 - The landowner or his authorized representative shall obtain a Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance where the following conditions occur:
 - The NAHC is unable to identify a descendent;
 - The descendant identified fails to make a recommendation; or
 - The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the NAHC Commission fails to provide measures acceptable to the landowner.

Finding

Mitigation Measures 3.8-4a and 3.8-4b are adopted as part of the 2004 RTP. These measures will be implemented by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that Impact 3.8-4 will be mitigated to a less than significant level.

C. Geology, Soils, and Seismicity

Impact 3.9-1

Seismic events can damage transportation infrastructure through surface rupture, ground shaking, liquefaction, and landsliding. In addition, seismically induced tsunami and seiche waves can damage transportation infrastructure proximate to coastal areas. Potential impacts to property and public safety from seismic activity would be considered significant in some cases.

Proposed Mitigation

MM 3.9-1a: Implementing agencies shall ensure that projects be designed in accordance with county and city code requirements for seismic ground shaking. The design of projects shall consider seismicity of the site, soil response at the site, and dynamic characteristics of the structure, in compliance with the appropriate California Building Code standards for construction in or near fault zones.

MM 3.9-1b: Implementing agencies shall ensure that projects located within or across Alquist-Priolo Zones comply with design requirements provided in Special Publication 117, published by

the CGS, as well as relevant local, regional, state, and federal design criteria for construction in seismic areas.

MM 3.9-1c: The project implementing agencies shall ensure that geotechnical analysis is conducted within construction areas to ascertain soil types and local faulting prior to preparation of project designs.

Finding

Mitigation Measures 3.9-1a through 3.9-1c are adopted as part of the 2004 RTP. These measures will be implemented by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that Impact 3.9-1 will be mitigated to a less than significant level.

Impact 3.9-3

Local geology can affect transportation infrastructure. Potentially significant impacts to property and public safety could occur due to subsidence and the presence of expansive soils.

Proposed Mitigation

MM 3.9-3a: Implementing agencies shall ensure that geotechnical investigations are conducted by a qualified geologist to identify the potential for subsidence and expansive soils.

Recommended corrective measures, such as structural reinforcement and replacing soil with engineered fill, shall be implemented in project designs.

MM 3.9-3b: Implementing agencies shall ensure that, prior to preparing project designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.

Finding

Mitigation Measures 3.9-3a and 3.9-3b are adopted as part of the 2004 RTP. These measures will be implemented by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that Impact 3.9-3 will be mitigated to a less than significant level.

D. Hazardous Materials

Impact 3.10-4

Implementation of the 2004 RTP would create a potential hazard to the public or the environment by the disturbance of contaminated property during the construction of new or the expansion of existing transportation facilities.

Proposed Mitigation

MM 3.10-4a: Prior to approval of any RTP project, the project implementing agency shall consult all known databases of contaminated sites in the process of planning, environmental clearance, and construction for projects included in the 2004 RTP. Where contaminated sites are identified, the project implementation agency shall develop appropriate mitigation measures to assure that

worker and public exposure is minimized to an acceptable level and to prevent any further environmental contamination as a result of construction.

Finding

Mitigation Measure 3.10-4a is adopted as part of the 2004 RTP. This measure will be implemented by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The mitigation measure would assure that contaminated properties are identified and appropriate steps taken to minimize human exposure and prevent any further environmental contamination. The SCAG Regional Council finds that Impact 3.10-4 will be mitigated to a less than significant level.

Cumulative Impact 3.10-6

Implementation of the investments and policies in the 2004 RTP would create a potential hazard to the public or the environment by the disturbance of contaminated sites as a result of population and housing growth in the region.

Proposed Mitigation

MM 3.10-6a: As with new or expanded transportation projects, planners and private developers can and should check published lists of contaminated properties, which are continually updated, to identify cases where new development would involve the disturbance of contaminated properties.

Finding

Mitigation Measure 3.10-6a is adopted as part of the 2004 RTP. This measure will be implemented by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. With the use of these published lists, this impact will be less than cumulatively considerable. The SCAG Regional Council finds that Impact 3.10-6 will be mitigated to a less than significant level.

E. Water Resources

Impact 3.12-2

Increased impervious surfaces due to transportation projects would reduce groundwater infiltration.

Proposed Mitigation

MM 3.12-2a: Project implementation agencies shall avoid designs that require continual dewatering where feasible.

MM 3.12-2b: Project implementation agencies shall ensure that projects that do require continual dewatering facilities implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes adverse impacts on groundwater for the life of the project. Construction designs shall comply with appropriate building codes and standard practices including the Uniform Building Code.

MM 3.12-2c: Detention basins, infiltration strips, and other features to control surface runoff and facilitate groundwater recharge shall be incorporated into the design of new transportation projects.

Finding

Mitigation Measures 3.12-2a through 3.12-2c are adopted as part of the 2004 RTP. These measures will be implemented by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that Impact 3.12-2 will be mitigated to a less than significant level.

Impact 3.12-3

The 2004 RTP would potentially increase flooding hazards, by placing structures, such as transportation investments, on alluvial fans and within 100-year flood hazard areas. The proposed 2004 RTP could alter existing drainage patterns or substantially increase the rate or amount of surface runoff in a manner that would result in flooding or produce or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems.

Proposed Mitigation

In addition to MM 3.7-6a through MM 3.7-6d, the following mitigation measures are recommended:

MM 3.12-3a: Natural riparian conditions near projects shall be maintained, wherever feasible, to minimize the effects of stormwater flows at stream crossings.

MM 3.12-3b: Prior to construction, a drainage study shall be conducted for each new project. Drainage systems shall be designed to maximize the dissipation of storm flow velocities with the use of detention basins and vegetated areas, measures that will reduce storm flow risks to areas downstream of a project. Projects shall consider designs for the lateral transmission of storm water and other similar means to minimize the risks of upstream flooding.

MM 3.12-3c: All roadbeds for new highway and rail facilities should be elevated at least one foot above the 100-year base flood elevation. Since alluvial fan flooding is not often identified on FEMA flood maps, the risk of alluvial fan flooding shall be evaluated and projects shall be sited to avoid alluvial fan flooding where feasible.

MM 3.12-3d: Transportation improvements shall comply with local, state, and federal floodplain regulations. Projects requiring federal approval or funding shall comply with Executive Order 11988 on Floodplain Management, which requires avoidance of incompatible floodplain development, restoration and preservation of the natural and beneficial floodplain values, and maintenance of consistency with the standards and criteria of the National Flood Insurance Program.

MM 3.12-3e: Improvement projects on existing facilities shall include upgrades to stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow

velocities. System designs shall be completed to eliminate increases in peak flow rates from current levels.

Finding

Mitigation Measures 3.7-6a through 3.7-6d (provided in Section IV above) and measures 3.12-3a through 3.12-3e are adopted as part of the 2004 RTP. These measures will be implemented by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council that Impact 3.12-3 will be mitigated to a less than significant level.

F. Public Services and Utilities

Impact 3.13-1

Construction and implementation of the 2004 RTP would affect the level of transportation-related public services facilities, such as police and fire/emergency personnel and associated stations or other public facilities in the SCAG Region.

Proposed Mitigation

MM 3.13-1a: The project implementation agency shall ensure that prior to construction all necessary local and state road and railroad encroachment permits are obtained. The project implementation agency shall also comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans should include the following requirements:

1. Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow.
2. Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone.
3. Scheduling of truck trips outside of peak morning and evening commute hours.
4. Limiting of lane closures during peak hours to the extent possible.
5. Usage of haul routes minimizing truck traffic on local roadways to the extent possible.
6. Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction.
7. Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones.
8. Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions shall be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures.
9. Storage of construction materials only in designated areas.
10. Coordination with local transit agencies for temporary relocation of routes or bus stops in

work zones, as necessary.

MM 3.13-1b: The project implementation agency shall identify projects in the 2004 RTP that require police protection, fire service, and emergency medical service and shall coordinate with the local fire department and police department to ensure that the existing public services and utilities would be able to handle the increase in demand for their services. If the current levels of services at the project site are found to be inadequate, infrastructure improvements and/or personnel requirements for the appropriate public service shall be identified in each project's CEQA documentation.

Finding

Mitigation Measures 3.13-1a and 3.13-1b are adopted as part of the 2004 RTP. These measures will be implemented by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that Impact 3.13-1 will be mitigated to a less than significant level.

Impact 3.13-2

Construction necessary to implement the 2004 RTP may uncover and potentially sever underground utility lines (electric and natural gas).

Proposed Mitigation

MM 3.13-2a: Prior to construction, the implementing agency shall identify the locations of existing utility lines. The contractor shall avoid all known utility lines during construction.

MM 3.13-2b: The implementation agency shall work with the local jurisdiction(s) where the project is being built to ensure compliance with public utility codes and regulations.

Finding

Mitigation Measures 3.13-2a and 3.13-2b are adopted as part of the 2004 RTP. These measures will be implemented by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that Impact 3.13-2 will be mitigated to a less than significant level.

Impact 3.13-3

Construction necessary to implement the 2004 RTP would affect the demand for solid waste services in the SCAG region.

Proposed Mitigation

MM 3.13-3a: Projects identified in the 2004 RTP that require solid waste collection will coordinate with the local public works department to ensure that the existing public services and utilities would be able to handle the increase. If the current infrastructure servicing the project site is found to be inadequate, infrastructure improvements for the appropriate public service or utility shall be identified in each project's CEQA documentation.

MM 3.13-3b: Each of the proposed projects identified in the 2004 RTP shall comply with applicable regulations related to solid waste disposal.

MM 3.13-3c: The construction contractor shall work with the respective County's Recycling Coordinator to ensure that source reduction techniques and recycling measures are incorporated into project construction.

MM 3.13-3d: The amount of solid waste generated during construction will be estimated prior to construction, and appropriate disposal sites will be identified and utilized.

Finding

Mitigation Measures 3.13-3a through 3.13-3d are adopted as part of the 2004 RTP. These measures will be implemented by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that Impact 3.13-3 will be mitigated to a less than significant level.

Cumulative Impact 3.13-8

Implementation of the 2004 RTP in combination with potential changes to the growth distribution potentially would uncover and potentially sever underground utility lines (electric and natural gas).

Proposed Mitigation

MM 3.13-8a: Prior to construction, the implementing agency shall identify the locations of existing utility lines. The contractor shall avoid all known utility lines during construction.

MM 3.13-8b: The implementation agency shall work with the local jurisdiction(s) where the project is being built to ensure compliance with public utility codes and regulations.

Finding

Mitigation Measures 3.13-8a and 3.13-8b are adopted as part of the 2004 RTP. These measures will be implemented by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that Impact 3.13-8 will be mitigated to a less than significant level.

VI. Findings Regarding Plan Alternatives

The PEIR evaluates the potential effects of four alternatives to the proposed 2004 RTP, including the "No Project Alternative" required by CEQA. The PEIR identifies significant impacts for all of the alternatives.

A. The No Project Alternative

The No Project Alternative includes projects and programs that would be reasonably foreseeable, absent adoption of the 2004 RTP. These projects include all in-place regionally significant highway and transit facilities, services and activities; all on-going travel demand management (TDM) or transportation system management (TSM) activities; and completion of all regionally significant projects that are currently under construction or undergoing right-of-way acquisition. These reasonably foreseeable projects defined as those projects that are included in the 2002 Regional Transportation Improvement Program (RTIP) and that completed the National Environmental Policy Act (NEPA) process by December 2002.

The 2030 regional total population is expected to be the same for the No Project Alternative and the proposed 2004 Plan. However, the No Project Alternative has 184,000 fewer households and 368,000 fewer jobs, as this alternative does not receive the economic benefits associated with the transportation investments in the Plan. The growth distribution would differ from the expected distribution supported by implementation of the 2004 RTP. The No Project Alternative does not include land-use-transportation measures and includes fewer transportation projects. As a result, the Plan and the No Project Alternative provide differing mobility, and different employment and housing options, resulting in different distributions of growth in 2030.

Because the No Project Alternative would involve construction of fewer transportation projects than the 2004 RTP, generally impacts to land use, population housing and employment, construction-related air quality, noise, visual resources, biological resources, cultural resources, geology, hazardous materials, energy, water resources and some public services would be less than the 2004 RTP.

However, the No Project Alternative would result in some more severe impacts than those of the 2004 RTP. The No Project Alternative would result in greater transportation impacts than the 2004 RTP, such as greater Vehicle Miles Traveled in 2030 than the 2004 RTP, greater average delay for all vehicles and for heavy-duty trucks, less accessibility to work opportunities, and greater impacts to safety. The No Project Alternative would also result in greater air quality impacts of most criteria pollutants (ROG, PM10, CO and SOx) and toxic air contaminants (TACs) with the exception of NOx. The No Project Alternative would have more severe cumulative air quality impacts due to potential non-conformity with local air quality management plans. Due to decreased mobility, especially of heavy-duty trucks, the No Project Alternative would be expected to increase hazardous material transportation impacts to counties outside of the SCAG region compared to the 2004 RTP. The No Project Alternative would result in the consumption of greater transportation energy due to increased VMT and VHT spent in delay. Greater delay would cause the emergency response times to be slower than under the 2004 RTP and the growth distribution associated with the No Project Alternative would site more homes in areas with high threats of wild fires than the 2004 RTP.

For the basic performance indicators of the Plan, mobility and air quality, the No Project Alternative does not perform as well as the 2004 RTP and it would result in more severe impacts in these resource categories. The SCAG Regional Council rejects the No Project Alternative due to its failure to meet the mobility and air quality objectives of the 2004 RTP. The SCAG Regional Council is in favor of adoption of the 2004 RTP for the reasons discussed in the Statement of Overriding Considerations.

B. The Modified 2001 RTP Alternative

The Modified 2001 RTP Alternative is an update of the adopted 2001 RTP, reflecting the most recent growth estimates and transportation planning decisions. The transportation investments for this Alternative are the same as those in the 2004 RTP. The Alternative is a modification of the 2001 RTP in that it updates the growth projection and modifies the transportation investments according to the newest planning decisions made in the region (e.g. the new Orange County Center Line alignment), and it extends the planning horizon from 2025 to 2030. As an Alternative to the 2004 RTP, the Modified 2001 RTP Alternative does not include any of the land use-transportation strategies utilized in the 2004 RTP. The Modified 2001 RTP Alternative includes the same number of people, households, and jobs as the Plan, though these are distributed differently due to the absence of land use-transportation strategies.

Because the transportation network is the same in the Modified 2001 RTP Alternative and the 2004 RTP, the direct impacts of the transportation projects are equal. However, the Modified 2001 RTP Alternative does not include the 2004 RTP's land use strategies that conserve vacant land. As a result, the Modified 2001 RTP Alternative would have more severe cumulative impacts than the 2004 RTP. In addition to the increase in severity of cumulative impacts, the Modified 2001 RTP Alternative would result in greater air quality impacts of criteria pollutants and toxic air contaminants (TACs). The Modified 2001 RTP Alternative would have more severe cumulative air quality impacts due to potential non-conformity with local air quality management plans. Greater heavy-duty truck VMT would increase the risk of hazardous materials transportation impacts in the SCAG region and other counties, compared to the conditions under the 2004 RTP. The Modified 2001 RTP Alternative would result in the consumption of greater transportation energy due to increased VMT and VHT spent in delay. Greater delay would cause the emergency response times to be slower than under the 2004 RTP and the growth distribution associated with the Modified 2001 RTP Alternative would site more homes in areas with high threats of wild fires than the 2004 RTP.

For the basic performance indicators of the Plan, mobility and air quality, the Modified 2001 RTP Alternative does not perform as well as the 2004 RTP. The SCAG Regional Council rejects the Modified 2001 RTP Alternative due to its failure to meet the mobility and air quality objectives of the 2004 RTP and due to its more severe environmental impacts. The SCAG Regional Council is in favor of adoption of the 2004 RTP for the reasons discussed in the Statement of Overriding Considerations.

C. The PILUT 1 (Infill) Alternative

The development of the 2004 RTP proceeded via an integrated process called Planning for Integrated Land Use and Transportation, or PILUT. The regional growth visioning effort known as Southern California Compass was an element of this process and contributed two contrasting alternatives to the 2004 RTP that were analyzed in this EIR, known as PILUT 1 and PILUT 2.

The PILUT 1 (Infill) Alternative includes transportation and urban-form strategies that encourage a substantial portion of future growth to concentrate in existing urban centers through infill and redevelopment. This Alternative was designed by Fregonese Calthorpe Associates, SCAG's consultant on the growth visioning effort, to reduce consumption of open space and habitat compared to the 2004 RTP. The PILUT 1 Alternative analyzed in this PEIR represents one potential vision of what could occur if the investments, urban form strategies, and goals of this Alternative were fully realized.

The PILUT 1 Alternative does not include the privately funded transportation projects: Maglev investments and the freight rail and roadway capacity enhancements. Additionally, this Alternative includes a "constrained" aviation scenario in which the region serves only 141 million air passengers due to a lesser reliance on airports in the Inland Empire and Northern Los Angeles County compared to the 2004 RTP. The PILUT 1 Alternative does not include the economic benefits of the privately funded elements of the Plan, resulting in 184,000 fewer households and 368,000 fewer jobs relative to the Plan.

The PILUT 1 Alternative shares many of the same significant impacts as the 2004 RTP, but with less severity. Generally, due to aggressive infill strategies within existing urban areas, this alternative would consume fewer vacant acres, resulting in less severe environmental impacts except in the cases of land use impacts due to inconsistencies with existing local land use plans and policies, the potential to disturb contaminated sites during infill development (a less-than-significant impact that is more severe in the PILUT 1 Alternative than the 2004 RTP), and the potential water supply impacts due to a greater population in the inland and desert areas relative to the 2004 RTP.

The PILUT 1 Alternative has fewer significant impacts and less severe significant impacts than the 2004 RTP, and it is identified as the "Environmentally Superior Alternative." However, implementation of this alternative is currently infeasible. This alternative would require immediate changes in local land use plans and policies in order to achieve these environmental benefits. The land use changes included as part of the PILUT 1 Alternative are not consistent with the pace of infill development established by historic trends. An alternative requiring these immediate changes should not be credited as an accessible and reliable alternative to the 2004 RTP. The land use changes included as part of the PILUT 1 Alternative are not consistent with the pace of infill development established by historic trends. The SCAG Regional Council rejects the PILUT 1 alternative as currently infeasible and is in favor of adoption of the 2004 RTP for the reasons discussed in the Statement of Overriding Considerations.

D. PILUT 2 (Fifth Ring) Alternative

The PILUT 2 Alternative includes transportation and urban-form strategies that encourage a more decentralized urban form, with many compact, infill-intense urban centers throughout the region with an emphasis on urban centers outside of the Los Angeles Basin. This urban form results in an improvement in the jobs/housing balance in the outlying areas. The PILUT 2 Alternative analyzed in the PEIR represents a compact, centers-based vision of what could occur if the investments, urban form strategies, and goals of this Alternative were fully realized.

Specifically, PILUT 2 focuses on improving and expanding infrastructure to utilize undeveloped land on the outer edges of the urbanized area. Transportation investments include additional capacity on State Route 14, along Interstate 5 in northern Los Angeles County, a "5th ring" expressway connecting Victorville to the Palm Springs area, and expressway improvements on US-395 from State Route 18 to the Kern County Line. Additional arterials in these areas would support these highway improvements. As stated above, this EIR evaluates a relatively compact, centers-based urban form based on full implementation of the vision for PILUT 2.

The compact development utilized in the PILUT 2 Alternative generally reduces the cumulative impacts of growth, with the exception of impacts to water supply, traffic in other counties outside of the SCAG region, and growth-induced noise.

The PILUT 2 Alternative includes a greater number of highway and arterial lane miles compared to the 2004 RTP, resulting in more severe road building impacts to land use, population, housing and employment, construction-related air quality impacts, noise, biological, aesthetic, cultural, and geologic resources. The increase in heavy-duty truck VMT relative to the 2004 RTP would increase impacts due to hazardous materials transport.

Implementation of the PILUT 2 Alternative is currently infeasible. This alternative would require immediate changes in local land use plans and policies. The land use changes included as part of the PILUT 2 Alternative are not consistent with the pace of infill development established by historic trends, especially in the outlying areas of the SCAG region. The SCAG Regional Council rejects the PILUT 2 alternative as currently infeasible and more environmentally damaging than the 2004 RTP and is in favor of adoption of the 2004 RTP for the reasons discussed in the Statement of Overriding Considerations.

VII. Statement of Overriding Considerations

This section provides the rationale to support a determination by the Southern California Association of Governments, as the lead agency under CEQA, that the benefits of the 2004 Regional Transportation Plan outweigh those unavoidable adverse environmental effects that may be associated with implementation of the 2004 RTP. This discussion, which is required by Section 15093 of the CEQA Guidelines, presents the reasons in support of the determination.

A. Determination

The SCAG Regional Council has determined that the overall benefits of the proposed 2004 RTP and the economic, social and other considerations outweigh and override the unavoidable adverse environmental impacts discussed in the findings. The reasons supporting this determination are as follows:

1. Implementation of the 2004 RTP will provide mobility and congestion relief in the SCAG region. In 2030 if the Plan were not implemented, the region would experience 502 million hours of delay compared to 486 million hours with the Plan in place. This Plan benefit results in a yearly reduction of 2.2 million person-hours of traffic delay, equivalent to yearly savings of 34.7 hours per person.
2. Implementation of the 2004 RTP provides air quality benefits. Specifically, with implementation of the Plan, emissions of Reactive Organic Gases (ROG), nitrous oxides (NOx), sulfur oxides (SOx), Toxic Air Contaminants (TAC), and PM10 would decrease in 2030 compared to conditions without implementation of the Plan. Failure to implement the Plan would contribute to additional health risks related to transportation-generated air contaminants. Furthermore, failure to implement the Plan would risk non-conformance with federal air quality mandates. Non-conformity with these mandates could lead to transportation funding sanctions that would further reduce the region's ability to effectively improve air quality and plan for transportation needs.
3. Implementation of the 2004 RTP is expected to provide economic benefits to the SCAG region. These benefits are expected to be experienced directly through the jobs created through projects included in the 2004 RTP and indirectly through the benefits of a more efficient transportation system. Approximately 370,000 additional jobs are expected in the SCAG region by 2030 with implementation of the 2004 RTP relative to the 2030 condition without implementation of the Plan. As discussed in (1) above, implementation of the 2004 RTP would result in per capita savings of 34.7 hours spent in traffic per year in 2030. This timesaving supports greater economic productivity in the region.
4. The 2004 RTP is expected to improve the ease with which work opportunities are reached. 90% of work trips would be made within 45 minutes travel time by auto and 37% by transit in 2030 with implementation of the 2004 RTP. Without the Plan, work opportunities accessible by auto within 45 minutes travel time would fall to 82% and 29% by transit in 2030. The improved accessibility provided by the Plan is an important social benefit for the SCAG region.

5. In 2030, with implementation of the 2004 RTP, transportation fatality and injury rates are expected to be lower than the 2030 condition without implementation of the Plan. The fatalities per million passengers are estimated to be 0.27 with the Plan and 0.28 without the Plan. The injuries per million passengers with the Plan are estimated to be 10.7 per million persons compared to 11.0 per million persons without implementation of the 2004 RTP.
6. The 2004 RTP provides funding for the preservation of the existing transportation system. The 2004 RTP increases system preservation funding by \$6.5 billion through 2030 relative to the No Project Alternative. The infrastructure preservation spending protects the past investments in the SCAG region and provides associated benefits to mobility, congestion relief, economic activity, safety, and accessibility.
7. Implementation of the 2004 RTP is expected to provide an annual average of 21,900 new jobs from the implementation of public-sector funded infrastructure projects. Privately funded projects recommended in the RTP would add 31,060 jobs annually through 2030. The average wages for jobs generated by transportation infrastructure projects range between 12 and 28 percent higher than existing average salaries paid per job. The 2004 RTP is also expected to create additional transportation construction and logistic industry cluster jobs. The job growth related to the 2004 RTP would create wealth in the region, raise the income level, and enhance the region's competitiveness.

In making this finding, SCAG has balanced the above benefits of the proposed project against each unavoidable environmental impacts and has indicated its willingness to accept those risks. Moreover, by certifying the 2004 RTP PEIR, SCAG acknowledges its independent judgment of the document and validity of the findings and conclusions.

REPORT

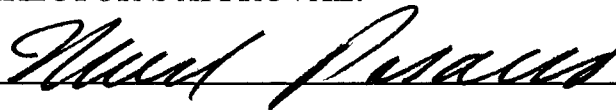
DATE: March 17, 04

TO: Regional Council

FROM: Hasan Ikhata, Director, Planning and Policy
213-236-1944; ikhata@scag.ca.gov

RE: **Final Draft 2004 Regional Transportation Plan (2004 RTP) and the adopting Resolution No. 04-451-2**

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Adopt the Resolution No. 04-451-2 which makes a conformity determination and adopt the 2004 Regional Transportation Plan. Allow staff to revise the Final Draft to reflect the final Regional Council decision and eliminate typographic errors prior to releasing the adopted 2004 RTP.

SUMMARY:

On March 4, 2004, the Transportation and Communications Committee (TCC) approved recommending the Final Draft 2004 RTP for adoption by the Regional Council. The TCC directed staff to address a number of issues in the Final Draft 2004 RTP to be presented to the RC. These include: 1) emphasize the need for continued cooperation between SCAG and the County Transportation Commissions (CTC) beyond the plan adoption to fully address the TDM goals and funding issues; 2) clarify that allowing Long Combination Vehicles (LCV) is not endorsed in the 2004 RTP; 3) a footnote relative to Bob Hope Airport demand forecast; and 4) a footnote relative to potential commercial airports in Imperial county.

On March 4, 2004, the Community, Economic and Human Development Committee (CEHD) approved recommending to Regional Council the adoption of the proposed Final Forecast of population, household and employment at the regional and subregional levels. The approved growth forecast is depicted on Table 2.1 of the Final Draft 2004 RTP attached to this memo.

The TCC approved the release of the Draft 2004 RTP for public review and comments on October 2, 2003. The CEHD Committee approved release of the growth forecast associated with the Draft 2004 RTP at the same time. The full draft document was made available to the public for review on October 23, 2003. In addition to mailing out the

document to the stakeholders and interested parties, it was posted on SCAG's home page on the internet and additionally, hard copies were placed in key public libraries in the 6-county region during the review period. A public hearing was held at SCAG office on January 15, 2004. The hearing was notified in major news papers in the 6-county region. The public comment period was closed on February 9, 2004, providing the public and the stakeholders more than 110 days to comment.

Comments were received from over 180 agencies, stakeholders, interest groups as well as concerned citizens. The comments touched upon nearly every aspect of the Draft 2004 RTP and ranged from general support to strong opposition to certain elements of the proposed plan. Staff has compiled the comments and prepared responses to every comment that was submitted. The comments and responses have been posted on SCAG's website.

The Draft 2004 RTP has been revised to reflect the changes based on the input received through the public review and comment process, additional direction provided by the policy committees and the task forces since the release of the draft, and inter-agency consultation and communications with the county transportation commissions, subregions, Caltrans, and other stakeholder agencies. A summary of key revisions proposed to the Draft 2004 RTP, including growth forecast, is provided in this memo. A complete copy of the revised Final Draft 2004 RTP is provided as an attachment to this memo. In order to present the document in a readable format, the attached document does not show the changes. However, should you wish to see the changes made to the document you may also download a copy of this document from the SCAG website at WWW.scag.ca.gov under the heading 'What's New', where you will see deletions shown as strikeouts and the additions highlighted in underline.

BACKGROUND:

As the designated Metropolitan Planning Organization (MPO), SCAG is required to maintain and update a multi-modal regional transportation plan every three years. The last RTP was adopted by the regional council in April of 2001 and certified for transportation conformity by the federal agencies on June 8, 2001. Accordingly, SCAG must ensure that a conforming plan is in place by June 08, 2004 in order to avoid risking federal funding for key transportation projects in our region.

SCAG started the RTP Update process almost immediately after the adoption of the 2001 RTP. The two and half year process culminated into the release of the Draft 2004 RTP for public review and comments in October of 2003. Since the draft was released several things have happened; a) SCAG implemented an extensive outreach program involving over 230 separate events throughout the region reaching over 5,000 individuals, b) SCAG has received comments from over 150 agencies, stakeholders, interest groups and private citizens adding up to over a thousand separate comments, c) some of the task forces, including Highway and Finance, Transportation Demand Management, Aviation, Maglev, Goods Movement Advisory Committee, and Growth

Visioning Advisory subcommittee have met several times to resolve specific outstanding issues, d) policy committees, including TCC, EEC and CEHD have provided additional policy directions, and e) consultation and additional communication have occurred between SCAG and the county transportation commissions, subregions, Caltrans and other stakeholder agencies. Inputs from all of these processes have been reflected in the revised Draft 2004 RTP attached with this memo.

The CEHD Committee approved the release of the Draft 2004 Regional Transportation Plan growth forecast alternatives in October 2003. Staff has subsequently engaged in extensive public outreach and dialogue throughout the region on the Draft growth forecast alternatives for 2004 RTP. The comment period for Draft 2004 RTP and associated growth forecast alternatives ended on February 9, 2004. Forecasting staff in Community Development Division have evaluated all the comments received on the Draft forecast, and have accommodated almost all requested revisions.

As required by the state statute AB 1246, the Regional Transportation Agencies Coalition (RTAC) representing county transportation commissions, SCAG and Caltrans, which serves as the 1246 committee met on February 25, 2004 to approve moving the 2004 RTP to the policy committee for approval.

Preliminary transportation conformity analysis associated with the 2004 RTP has been performed for the region based on the draft emission budgets provided in the latest SIP. Based on this analysis, the 2004 RTP is expected to meet the transportation conformity requirements. However, U.S. Environmental Protection Agency (EPA) has raised a key process concern. EPA must issue adequacy findings of the emission budgets before they can be formally used for transportation conformity analysis. Adequacy findings for the emission budgets for SCAB and South East Desert Modified Ozone Area are expected to be completed by March of this year and the rest of the air basins within the SCAG region are expected after the April 2004 RC adoption. Staff is working with EPA, air districts, ARB, as well as FHWA/FTA to allow us to move forward with the Plan adoption by RC in April of 2004 with the draft emission budgets with an explicit condition in the adopting resolution that the plan approval is contingent upon issuance of adequacy findings by EPA for all emission budgets for the region.

The Draft Program Environmental Impact Report (PEIR) for the 2004 RTP has been completed and the public comment period closed on February 9th. The Regional Council is scheduled to certify the Final PEIR, along with the associated Findings, Statement of Overriding Considerations, and Mitigation, Monitoring, and Reporting Program at its April meeting. After approval by the Regional Council, the 2004 RTP will have met its CEQA requirements.

The following table provide highlights of key revisions proposed in the revised Draft 2004 RTP by Key topics addressed in the plan. The table identifies key topic, summary of comments received, applicable actions by committees and task forces, and a summary of the proposed revisions in the final Draft 2004 RTP.

Topic	Comments Received	Task Force/Policy Committee Actions	Proposed Revisions to Draft 2004 RTP
Operation Jump Start	<ul style="list-style-type: none"> Operation Jump Start should be removed from the plan 	<ul style="list-style-type: none"> TCC and RC took an action in Dec. 03 to dissociate Operation Jump Start as a strategy from the 2004 RTP 	<ul style="list-style-type: none"> All reference to Operation Jump Start has been deleted from the 2004 RTP
Growth Visioning	<ul style="list-style-type: none"> Many expressed support for the Compass program and need to continue working together Disagreement expressed on the forecast by some cities at the city levels Concerns raised relative to implementation and local control issues Some recommended including financial incentives Some questioned consistency between proposed growth vision and infrastructure improvements 	<ul style="list-style-type: none"> Revised growth distribution at the subregional levels was adopted by CEHD on March 4, 04 for their approval. 	<ul style="list-style-type: none"> Emphasized need to continue working together beyond plan adoption Minor adjustments to distribution to address specific concerns raised by Orange County and others Revised growth forecast table is incorporated in the Final Draft 2004 RTP
Highways	<ul style="list-style-type: none"> Several comments specific to US-101 and I-710 ranging from support for something to be done to opposing the projects Avoid pre-defining the preferred strategies prior to completion of studies and public process 	<ul style="list-style-type: none"> Highway and Finance Task Force developed specific recommendations relative to US-101 and I-710 Corridor improvements at their January 21, 04 meeting TCC approved Highway and Finance Task Force recommendation on Feb. 5, 04 	<ul style="list-style-type: none"> Incorporated the TCC recommendations relative to US-101 and I-710 Corridor Improvements Description of corridor improvements have been revised to be more generic calling for capacity enhancements rather than specific improvements.

Topic	Comments Received	Task Force/Policy Committee Actions	Proposed Revisions to Draft 2004 RTP
Transit	<ul style="list-style-type: none"> • Questions raised relative to RTP's commitment to transit, specially local bus services • Some objected to the notion that transit subsidies can be reduced or that transit productivity measure is useful 		<ul style="list-style-type: none"> • Edits made to clarify overall financial commitments to transit in the plan • \$57.7 billion in transit O&M (including rehab and replacement) and several major transit projects in Baseline (No Project) and Tier 2 (including Exposition Corridor, Gold Line Extension, East LA and BRT investments) • \$5.5 billion for local bus, \$3.0 billion for Transit Corridors, and \$1.1 billion for Metrolink over and beyond the Baseline and Tier 2
Goods Movement	<ul style="list-style-type: none"> • Numerous comments expressing opposition to allowing Long Combination Vehicles (LCV) on our roadways • Some opposed to truck ways • Need to address Imperial County Cross boarder traffic • Need to make specific reference to Barstow and Victorville Intermodal facilities 	<ul style="list-style-type: none"> • TCC supported including East-West Corridor Study in the Consensus document 	<ul style="list-style-type: none"> • Clarification about LCV will be provided in the technical appendix • The RTP now stresses that the capacity enhancement projects on goods movement corridors will continue to be studied • Added a section in Chapter 4 to address cross boarder traffic through Imperial County • Referenced specific NAFTA related projects in Imperial

Topic	Comments Received	Task Force/Policy Committee Actions	Proposed Revisions to Draft 2004 RTP
Aviation	<ul style="list-style-type: none"> Some expressed objections to overall demand projections as well as airport specific distribution Some expressed skepticism about viability of implementing the decentralized aviation plan Some questioned the assumption of Maglev system in the airport demand analysis Bob Hope Airport (Burbank) and March JPA opposed to the proposed demand distribution to their respective airports Some questioned specific ground access improvements that could potentially enable expansion of LAX 	<ul style="list-style-type: none"> Aviation Task Force (ATF) met on February 18, 04 to consider revising the demand forecasts for Burbank and March Airports. ATF rejected any revisions to the demand numbers and re-affirmed the original forecasts. However, ATF recommended including language in the plan expressing local concerns Process and methodology for the Airport Ground Access Strategy development was endorsed jointly by Aviation TAC and Planning and Programming TAC On February 12, 04. TCC recommended adding a footnote relative to Bob Hope Airport demand forecast on March 4, 04. TCC recommended adding a note that international airport possibility for Imperial County and Palm Springs be continued to be explored beyond the plan adoption. 	<ul style="list-style-type: none"> Stressed that the forecasts were based on an approved process involving ATF and that SCAG will continue to work with the stakeholders to refine the forecast beyond the adoption of the plan. Airport specific Ground Access Strategy will be included in the technical appendix and referenced in the RTP Added guiding principles to the Aviation section of Chapter 4 A footnote added to Aviation section indicating the position of the March JPA. A footnote added to clarify Bob Hope Airport demand forecast issue. Language added to clarify that international airport possibilities for Imperial County and Palm Springs will be explored in SCAG's aviation studies beyond the plan adoption.

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Topic	Comments Received	Task Force/Policy Committee Actions	Proposed Revisions to Draft 2004 RTP
Maglev	<ul style="list-style-type: none"> Some expressed support for Maglev and its importance in implementing the aviation plan Some requested additional details on segments and studies related to Maglev Some expressed skepticism regarding the viability of Maglev Imperial County requested consideration of Maglev connecting San Diego and SCAG region via Imperial county in conjunction with a potential commercial airport location in the county 		<ul style="list-style-type: none"> Refined map to provide detailed alignments for each Maglev segment with feasibility studies Addressed the need to be included in and coordinated with California High Speed Rail planning activities

Topic	Comments Received	Task Force/Policy Committee Actions	Proposed Revisions to Draft 2004 RTP
Transportation Finance	<ul style="list-style-type: none"> Some commented that the current fiscal climate is not conducive to proposing new taxes Others called for a united front to protect transportation funding mechanisms (e.g. Prop. 42) Some expressed doubt about the viability of privately funded mega projects County transportation commissions noted discrepancies between their forecasts and the RTP VCTC communicated the possible consideration of a new ½ cent sales tax for Ventura County 	<ul style="list-style-type: none"> The Highway and Finance Task Force endorsed moving forward with the current assumptions at their January 21, 04 meeting 	<ul style="list-style-type: none"> The revised RTP emphasizes and strongly advocates protecting transportation revenue mechanisms Maglev implementation phasing adjusted to reflect time needed for securing funding and implementing Initial Operating Segment Provided a better context for selecting lower base revenue forecast, which is a primary reason for discrepancies between the county transportation commissions and SCAG forecasts. Included language that VCTC is considering a new ½ cent sales tax Further clarifications provided with regards to private funding component

Topic	Comments Received	Task Force/Policy Committee Actions	Proposed Revisions to Draft 2004 RTP
Transportation Demand Management (TDM)	<ul style="list-style-type: none"> County commissions expressed concerns relative to inclusion of the TDM goals and the lack of linkage with their funding programs 	<ul style="list-style-type: none"> The Transportation Demand Management Task Force met on Feb. 25, 04 endorsed moving forward with the goals given the need to be consistent with the existing State Implementation Plan (SIP). The TDM Task Force further directed the staff to continue working together beyond the plan adoption to develop mutually workable and implementable TDM Strategy TCC recommended emphasizing the need for continued cooperation between SCAG and the CTCs to ensure the TDM goals and funding issues are resolved beyond the plan adoption. 	<ul style="list-style-type: none"> RTP recognizes the challenges of implementing TDM goals SCAG staff will continue working with the CTC staff to refine the TDM program beyond the adoption of the RTP and language to reflect this is added to the Final Draft RTP

Topic	Comments Received	Task Force/Policy Committee Actions	Proposed Revisions to Draft 2004 RTP
Project Listing	<ul style="list-style-type: none"> Some confusion was communicated regarding the project lists. Specifically, questions were raised about projects identified in the Baseline (No Project) and Tier 2 list. Some of the CTCs provided refinements to project completion dates Some requested addition of specific projects in the plan 		<ul style="list-style-type: none"> The revised RTP contains highlights of Baseline and Tier 2 projects Added a clarification that project tables in the main document refer only to projects over and beyond the committed projects (Baseline and Tier 2)
Transportation Conformity	<ul style="list-style-type: none"> Some expressed confusion and skepticism about the transportation conformity and air quality planning process Some expressed general concerns that the impact of poor air quality on public health is not addressed adequately Some expressed unfairness of the penalties associated with transportation conformity and need for SCAG to take 		<ul style="list-style-type: none"> Minor revisions proposed to the transportation conformity section Staff is continuing to work with EPA, FHWA/FTA, ARB and the Air Districts to work out a resolution that would allow SCAG to Adopt the RTP in April 04 contingent upon issuance of adequacy findings by EPA on the emission budgets

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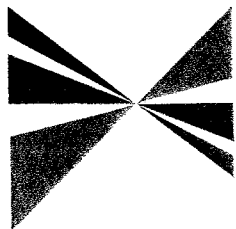
	<ul style="list-style-type: none">• leadership role in promoting fairness in this process		
	<ul style="list-style-type: none">• Federal agencies have raised a process issue that the adoption of RTP prior to adequacy findings by EPA on emission budget for each of the air basins in the SCAG region could pose a problem		

FISCAL IMPACT:

No fiscal impact. The budget for this work is already included in the current Overall Work Program (OWP).

Attachment:

1. Final Draft 2004 Regional Transportation Plan
2. Draft Resolution No. 04-451-2.


**ASSOCIATION OF
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Riverside County: Marion Ashley, Riverside County • Ron Loveridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula

San Bernardino County: Paul Biane, San Bernardino County • Bill Alexander, Rancho Cucamonga • Edward Burgnon, Town of Apple Valley • Lawrence Dale, Barstow • Lee Ann Garcia, Grand Terrace • Susan Longville, San Bernardino • Gary Ovitt, Ontario • Deborah Robertson, Rialto

Ventura County: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Charles Smith, Orange County

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

RESOLUTION # 04-451-2
**RESOLUTION OF THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS TO ADOPT THE 2004
REGIONAL TRANSPORTATION PLAN IN ACCORDANCE WITH
STATE AND FEDERAL REQUIREMENTS**

WHEREAS, the Southern California Association of Governments (SCAG) is a Joint Powers Agency established pursuant to Section 6502 et seq. of the California Government Code;

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) pursuant to 23 U.S.C. § 134(a) and (g) for the counties of Los Angeles, Riverside, San Bernardino, Ventura, Orange, and Imperial, and as such, SCAG is responsible for developing a Regional Transportation Plan pursuant to 23 U.S.C. 134(g), 49 U.S.C. §5303(f), and 23 C.F.R. §450.312;

WHEREAS, the Transportation Equity Act of the 21st Century (TEA-21) generally mandates metropolitan planning organizations such as SCAG, in cooperation with the states, to develop transportation plans and programs for state urbanized areas;

WHEREAS, SCAG is the designated Regional Transportation Planning Agency (RTPA) under state law, and as such is responsible for preparing, adopting, and updating a regional transportation plan (RTP) pursuant to Government Code Sections 65080 et seq.;

WHEREAS, the projects included in the RTP must be based on the continuing, cooperative, and comprehensive transportation planning process mandated by 23 U.S.C. §134(a)(4) and 23 C.F.R. §450.312;

WHEREAS, SCAG has made numerous outreach presentations at meetings of different SCAG committees such as the Transportation and Communications Committee, Highway and Transportation Finance Task Force, Goods Movement Advisory Committee, Aviation Task Force, Maglev Task Force, Regional Transit Task Force, Regional Transportation Plan Technical Advisory Committee, Transportation Conformity Working Group, and the Modeling Task Force; additionally conducted numerous briefings for state and federal legislators, County Transportation Commissions, Native Americans, members of low income and minority populations, and business groups; and conducted over 230 outreach events

evenly distributed throughout the region;

WHEREAS, SCAG received approximately 900 comments from 186 commentors on the Draft 2004 RTP and responded to those comments;

WHEREAS, the RTP must be consistent with all other applicable provisions of federal and state law, including:

- (1) TEA-21 (23 U.S.C. § 134 et seq.);
- (2) The metropolitan planning regulations at 23 C.F.R. § 450 et seq.;
- (3) Government Code Section 65080 et seq.;
- (4) Sections 174 and 176(c) and (d) of the Federal Clean Air Act [42 U.S.C. §§7504 and 7506(c) and (d)];
- (5) Title VI of the 1964 Civil Rights Act and the Title VI assurance executed by the State pursuant to 23 U.S.C. §324;
- (6) The Department of Transportation Final Environmental Justice Strategy (60 Fed. Reg. 33896 (June 29, 1995)) enacted pursuant to Executive Order 12898, which seeks to avoid disproportionately high and adverse impacts on minority and low-income populations with respect to human health and the environment;
- (7) Title II of the Americans with Disabilities Act of 1990 (42 U.S.C. §12101 et seq.) and accompanying regulations at 49 C.F.R. §27, 37, and 38;

WHEREAS, in developing the RTP, SCAG must consult with the County Transportation Commissions and the Department of Transportation pursuant to the “AB 1246” process (Public utilities Code § 130000 et seq.);

WHEREAS, the RTP must be consistent with the 1999 RTP Guidelines (“RTP Guidelines”) and December 2003 Supplement to the RTP Guidelines (“Supplement to the 1999 RTP Guidelines”) prepared by the California Transportation Commission;

WHEREAS, SCAG has fulfilled all these requirements in preparing the 2004 RTP;

WHEREAS, on or about March 4, 2001, the Community, Economic and Human Development Committee (CEHD) approved recommending to the Regional Council the final adoption of the growth forecast incorporated in the 2004 RTP on

March 4, 2004;

WHEREAS, SCAG has prepared and certified a Program Environmental Impact Report ("PEIR") for the 2004 RTP in compliance with the California Environmental Quality Act ("CEQA") (Public Resource Code § 21000 et seq.);

WHEREAS, the 2004 RTP replaces the 2001 Regional Transportation Plan, adopted by the Regional Council on April 12, 2001;

NOW, THEREFORE BE IT RESOLVED that:

1. The Southern California Association of Governments finds as follows:
 - a. The 2004 RTP fulfills the goals and policy objectives identified in Chapter 3 of the 2004 RTP;
 - b. The 2004 RTP complies with all applicable federal and state laws and guidelines;
 - c. Pursuant to CEQA, SCAG adopted and certified a PEIR, "Addendum to the Draft PEIR", "Findings and Statement of Overriding Considerations," and "Mitigation Monitoring and Reporting Program" which analyzed the environmental impacts of the 2004 RTP;
 - d. Based on new Emissions budgets available, SCAG has determined that the 2004 RTP conforms to the applicable state implementation plan in accordance with the provisions of the Clean Air Act; and,
 - e. In developing the 2004 RTP, SCAG consulted with the county transportation commissions and Caltrans pursuant to the AB 1246 process.
2. Incorporating all the foregoing recitals and findings, the Regional Council hereby approves and adopts the 2004 RTP and the 2004 RTP Growth Forecast incorporated therein (for all planning purposes). The adoption and conformity determination of the 2004 RTP for each non-attainment or maintenance area will be effective upon the publication of the Federal Register announcing the U.S. Environmental Protection Agency's (EPA) adequacy findings for the mobile source emissions budgets.
3. SCAG staff will develop and present a work program to the Regional Council for the 2007 RTP Update no later than December 2004.

Approved at a regular meeting of the Regional Council of the Southern California Association of Governments on this 1st day of April, 2004.

Bev Perry
President
Mayor, City of Brea

Attest:

Approved as to Form:

MARK A. PISANO
Executive Director

KAREN TACHIKI
Legal Counsel

REPORT

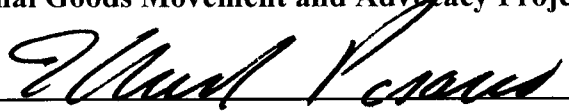
DATE: April 1, 2004

TO: Regional Council

FROM: Hasan Ikhata, Director of Policy and Planning
213-236-1944, Ikhata@scag.ca.gov

SUBJECT: SCAG Participation in Regional Goods Movement and Advocacy Project

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Approve SCAG staff-level participation in a regional goods movement and advocacy project being established and funded by public and private entities with an interest in identifying new funding sources at the State and Federal level, and including private capital participation, for high priority regional projects demonstrating a potential to significantly reduce trade-related congestion in the near future. The cost for the scope of work to be undertaken is \$400,000—of which 2/3rds is being provided by the Class 1 railroads and the balance by other public partners. Also, the Metrolink Board has agreed to administer this project and has approved a sole source arrangement with the LAEDC as the prime consultant.

SUMMARY:

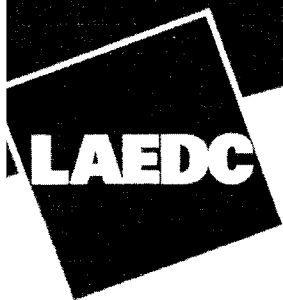
Staff is seeking approval of the Regional Council to participate in the formation and activities of a joint venture (JV) working group that is being established and funded by the 5-county MetroLink Transportation CEO's representing the five Southern California Regional Transportation Planning Agencies (with SCAG representing regional interests inclusive of IVAG), the Southern California Regional Rail Authority, and the Los Angeles County Economic Development Corporation. Private-sector partners demonstrating a willingness to put forth and financially support project proposals will also be eligible to participate in the JV. This working group will examine high priority projects that have a demonstrated ability to effect a reduction of trade congestion and contribute to the improvement of the business environment for job growth in the SCAG region.

As part of its initial 6-months scope of work, the JV will use funding provided by JV partners to (A) develop community support; (B) outreach to businesses; consumers; local, state, and federal legislators; print and electronic media; environmental organizations; and other agencies and unions during the timeframe for the reauthorization of Federal transportation legislation and the State budget difficulties; (C) develop a proposed fee-based financing mechanism for regional, state and federal projects; and (D) prepare economic development analysis to demonstrate the economic benefits of development projects proposed.

FISCAL IMPACT:

Approval of this request will not result in an expenditure of SCAG funds, though It is envisioned that SCAG's participation in this working group will entail the commitment of staff time and incidental travel expenses.





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Joint Venture Working Group:

"A Public Private Partnership to Increase State and Federal Funding, Reduce Trade Congestion, and Create Jobs"

Overview

The 5-County Metrolink Transportation CEO's representing five Southern California Regional Transportation Planning Agencies (RTPA)'s¹, Southern California Association of Governments (SCAG also representing the Imperial Valley Association of Governments) the Southern California Regional Rail Authority (Metrolink) and the LAEDC will form a Joint Venture (JV) type of working group with the public and private sector to target high priority transportation projects that have a demonstrated impact on a reduction of trade congestion and improvement of the business environment for job growth in the 5-County Region. The pilot study program will include private sector companies and public entities that are willing to make project proposals and financially support them. Funding received from partners would be used to develop community support, outreach to business, consumers, local, state and federal legislators, the print and electronic media, environmental organizations, and other agencies and unions during next six months of the Federal reauthorization of TEA-21 and the State budget crisis during 2004. Private sector partners will financially contribute to the project through the LAEDC, a non-profit organization. As of this writing, the TEA LU proposal in the House of Representatives has the most promise for creating jobs and reducing freight and trade congestion in the region and will be the primary target of the working groups focus. As a primary focus, the joint venture will utilize the recently developed "West Coast National Freight Gateway Program." The template for this venture may be shared with other RTPA's in the State.

Timeframe

The program is expected to take about 6 months to complete and will conclude in mid-July August of 2004. The focus will be new funding sources at the State and Federal government and private sector funding for reducing trade congestion in the near future.

Work Elements and Tasks

1.0 Project Management and Multi-jurisdictional Work Element

The five CEO's will appoint a Chair of the Executive Committee, develop a multi-jurisdictional and multi-modal framework to manage the 5 RTPA's joint venture efforts, set priorities, and reduce duplication of staff and consultants time. A resource plan and allocation process similar to the current Metrolink multi-county process will be formulated. Trade congestion reduction projects with the "Biggest Bang for the Buck" and "constructability" will enjoy the highest priority of the working group financing priorities.

1.1 Streamlining and Coordination

As much as possible, the CEO's will consolidate business and community outreach, State and Federal legislative education, communication, and media relations for reauthorization of all five CEO's into a single effort for this venture.

1.2 Partnerships

The venture will develop a strategy for organizing successful public private partnerships and bring to the table the other significant players that are impacted by trade

¹ It is acknowledged that the work of this group will need approval at critical steps by the respective policy boards of the RTPA's.





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congestion like the railroads, truckers, shipping community, seaports, airports, environmentalists, developers and retailers. Additional public and private sector partners must be willing to also pay to play.

1.3 Deliverables and Expectations

- Project Budget and Schedule
- Multi-jurisdictional/Multi-modal Project Priority Process and Streamlining
- Partnership Agreements with interested Private Sector and Public Sector Agencies and the State BT&H for May Revise and Federal Re-authorization

1.4 Management Element -- Six-Month Resource Allocation

Description	Total Time (%)
Agency Staff	TBD
Metrolink Staff	TBD
SCAG Staff	TBD
Wally Baker	30%
Bob Hertzberg	20%
Pete Wilson	20%
George Deukmejian	40%

2.0 Funding and Finance Work Element

The RTPA staffs and the consulting team will develop a proposed fee based financing mechanism for regional, State and federally beneficial projects. The SCAG proposed "Operation Jump Start" financing proposals will be included in the evaluation. The team will work closely with existing staffs, the private sector, local projects, local, State and Federal agencies, and thought leaders to find a revenue stream and formula that is system wide, mode/market neutral, defensible, affordable and can be implemented on a potentially statewide basis.

2.1 Deliverables and Expectations

- Fee based funding tied to State Budget (May Revise) and Federal Re-authorization
- Bond finance evaluation with congestion fee as the revenue stream
- Dedicated tax and tax rebate as revenue stream for trade congestion projects

2.2 Funding Element -- Six-Month Resource Allocation

Description	Total Time (%)
Agency Staff (5)	TBD
Metrolink Staff	TBD
SCAG Staff	TBD
David Seltzer	100%
Gill Hicks	100%
Pete Wilson	10%
George Deukmejian	20%
Bob Hertzberg	10%
Wally Baker	10%
Norm Emerson	50 %

3.0 Legislative Outreach Plan

As much as possible the legislative plan will leverage the existing lobby firms used by the 5-County CEO's, SCAG and Metrolink in Sacramento and Washington, DC and develop a legislative and community outreach that will encourage support by all stakeholders. If possible, special programming or features would be pursued with the media, with funding by outside private or public sources.

3.1 Deliverables and Expectations

- Major venture partnership kick-off



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LOS ANGELES COUNTY ECONOMIC DEVELOPMENT CORPORATION

The Center of Economic Development



- Local community support plan
- State and Federal legislative plan

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3.2 Outreach Element -- Six-Month Resource Allocation

Description	Total Time (%)
Agency Staff (5)	TBD
Metrolink Staff	TBD
SCAG Staff	TBD
Wally Baker	20%
Bob Hertzberg	30%
Pete Wilson	30%
Norm Emerson	50%

4.0 Economic Development Impact Work Element

Develop a compelling case for economic development -- with results from AB 2928, the LA-Inland Mainline Rail Study, the 10-day Port Shutdown Study, and the OnTrac Trade Impact Study. Information and studies will be used for educational and communication visits to Sacramento and Washington, DC. Critical analyses will include impacts on jobs, traffic congestion and air quality, performed with the assistance of SCAG. Presentations and briefings with regional "economic alliances" and associations like the Contract Cities Association, local Councils of Government, and the Independent Cities Association will be pursued.

4.1 Deliverables and Expectations

- Regional compelling case for reducing trade congestion
- Summarize existing studies
- Make presentations and briefings

4.2 Economic Development -- Six-Month Resource Allocation

Description	Total Time (%)
Agency Staff (5)	TBD
Metrolink Staff	TBD
SCAG Staff	TBD
Wally Baker	20%
Bob Hertzberg	20%
Pete Wilson	20%
George Deukmejian	40%

5.0 Media Relations Work Element

Develop a media plan -- that includes specific materials for educating editors, reporters, and news directors. JV consultants would meet with every editor and news director in the 5-County region to establish support for a goods movement and trade focus in newspapers, radio and television.

5.1 Deliverables and Expectations

- Pitch news editors and directors on importance & increase coverage
- Media placement of CEO's and venture partners
- Deliver a multi-media presentations and educational effort for the region

5.2 Media Element -- Six-Month Resource Allocation

Description	Total Time (%)
Agency Staff (5)	TBD
Metrolink Staff	TBD
SCAG Staff	TBD
Wally Baker	20%
Bob Hertzberg	20%
Pete Wilson	20%



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LOS ANGELES COUNTY ECONOMIC DEVELOPMENT CORPORATION

The Center of Economic Development



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George McQuade	100%
----------------	------

Personnel

RTPA Staffs

Each CEO will assign the equivalent of at least one staff member or consultant to work on the initial team as needed. Metrolink would procure such services, not already available through the RTPA's, with an allocation share to be determined. Staff resources would be changed as needed. A great deal of staff assistance is necessary for Elements 2, 3 & 5.



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LAEDC Team

The role of the LAEDC Consulting Practice on the joint venture is to assemble a team of highly credible consultants to develop the strategies; deliver action plans; and manage the day-to-day implementation of the project in cooperation with the exiting RTPA staff.

The LAEDC consultants must include:

- Former Governor Pete Wilson
- Former Governor George Deukmejian
- Former Assembly Speaker Robert Hertzberg
- LAEDC Senior Vice President Wally Baker
- Norm Emerson -- Project Specialty -- Funding, Legislative and Administrative Process
- David Seltzer -- Project Specialty -- Federal Scoring and Finance
- Gill Hicks (Container Fees) -- Project Specialty -- Goods Movement Process
- George McQuade (Media Relations) -- Project Specialty -- Media Placement & Relations

Additional consultants, some who are already under contract with the RTPA's should be identified as needed and used on the project.

LAEDC Project Budget

The LAEDC Consulting Practice budget is a fully loaded fixed cost of \$400,000 for the entire 6 months or \$66,670 per month. It is recommended that each partner pay a third of this monthly cost as a part of their partnership agreement. LAEDC will work to attract additional private sector funds to reduce the share of the initial funding agencies (RTPA's and the railroads) if so requested. Using existing staff resources of the RTPA CEO's is anticipated in this fixed price budget and will be critical in keeping the project on schedule and on budget. In addition to the following assignments for consultants, the RTPA staff resources will be especially needed with the Funding, Outreach, and Media Work Elements. Travel and meeting expenses can only be estimated and will be pre-approved by the Joint Venture Executives.

Cost Sharing

We expect to divide the monthly cost three ways between the Metrolink RTPA's and the two private sector railroads at a cost of \$133,000 each for the entire 6 month period for a total of \$400,000.

Staff Costs

The estimated cost of existing staff must be worked out between the RTPA CEO's because of individual agency overhead, labor cost and benefits. Existing RFP forecasts may be useful in determining the cost of the RTPA staffs.



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MEMO

DATE: March 11, 2004
TO: Administration Committee and Regional Council
FROM: Bert Becker, Chief Financial Officer
(213) 236-1960, becker@scag.ca.gov
RE: Monthly Financial Results for February 2004



Information Only

Summary: Monthly financial results for February 2004

Background: This report contains preliminary financial data related to SCAG's cash flow, as well as budget and expense data for the eight months ended February 2004.

Cash Flow

During February 2004, the Association received Line of Credit (LOC) advances of \$1,417,000 compared to \$1,545,500 in the prior year, a decrease of \$128,500. On a year to date basis, total LOC advances have decreased by \$5,113,000 compared to the prior year. At February 29, 2004, the LOC liability was \$1,417,000 compared to \$2,602,000 in the prior year, a decrease of \$1,185,000.

Attachment 1, "Cash Receipts & Disbursements", graphically illustrates the results of cash receipts and disbursements. During February 2004 there were about \$1.6 million in receipts and \$1.7 million in disbursements; compared to \$4.4 million and \$ 5.1 million, respectively in the prior year.

Attachment 2, "Unrestricted Cash Status Comparison", illustrates the amount of unrestricted cash that is available to support the Association's day-to-day operations. The unrestricted cash balance at February 29, 2004 was about \$ 1.4 million. This graph illustrates the unrestricted cash status of the last 12 months and the prior 12 months for comparison. The balance fluctuates based on the timing of when cash is received and payments made, however, the graph clearly shows the improved cash position.

Attachment 3, "Cash Flow Summary", shows the receipts and disbursements during the month of February and their impact on working capital. The report also compares the current month to the same month in the prior year and the current year-to-date period to the same period last year, with variance amounts and the percentage variations.

Budget and Expenses

Also attached is the SCAG Agency Wide budget as well as the General Fund Budget. Both reports are directly generated from the SAP and exported to Excel for presentation. The Agency Wide budget includes the General Fund.

The budgets, year to date expenses as of February 29, 2004, the remaining budget, and the percent of budget used are reported. They also present information about procurement and actual contract commitments against the line item budgets. The Agency Wide report is all-inclusive, and combines the OWP, the General Fund, fringe benefits, indirect costs, and all other projects.

MEMO

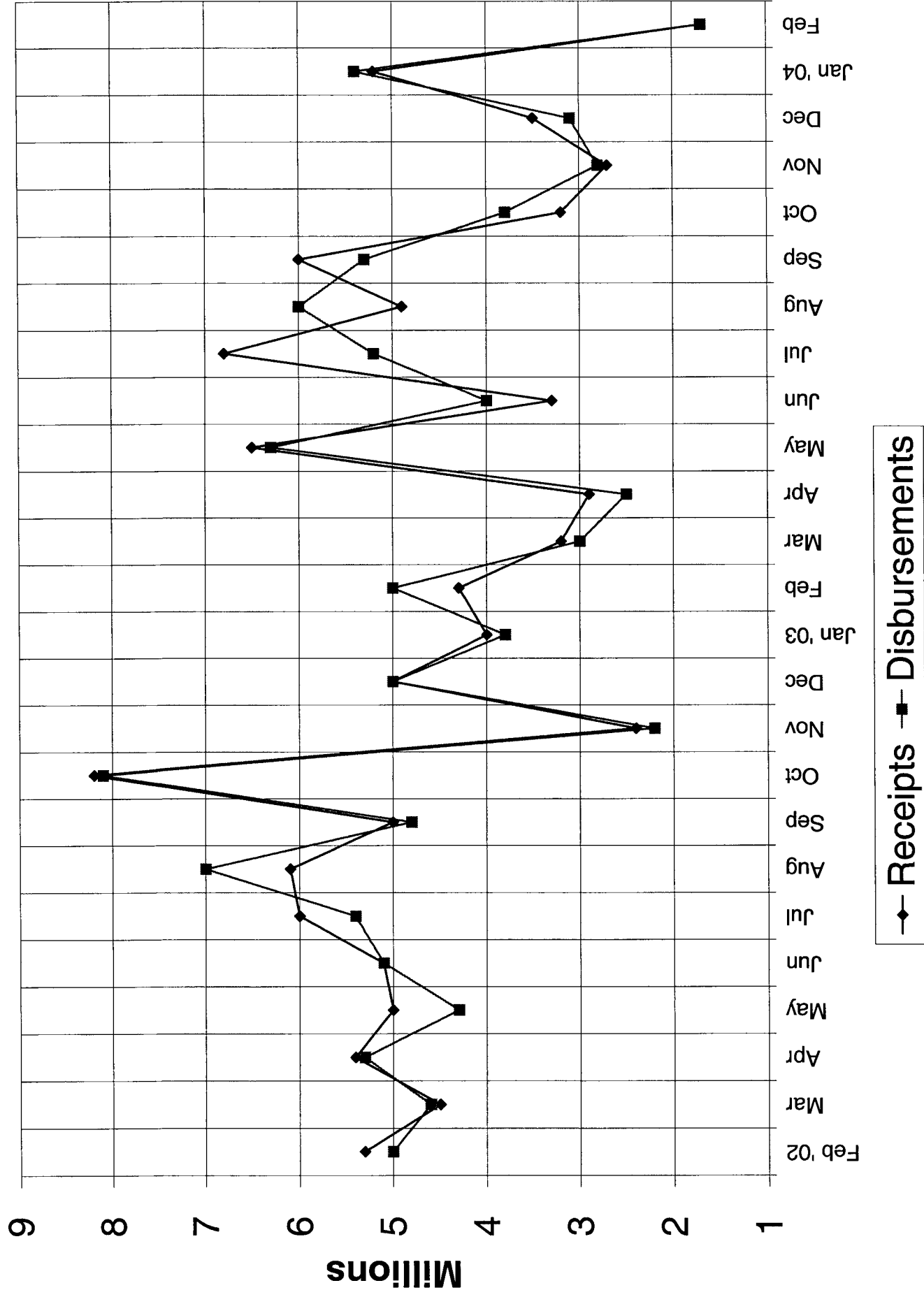
Through the first eight months of the fiscal year, SCAG's Agency wide expenses are 46% of budget. The total budget is \$31.2 million and we have expended \$14.2 million. This is mainly attributable to consulting and subregional staff costs which are being recorded at a lower percent than the year to date percent (i.e. Feb = 66% of year).

Budget Amendment 1 was adopted March 1, 2004 and increases the total budget from \$31.2 million to \$37.2, an increase of \$6.0 million. Beginning in April the revised budget will be included in the report.

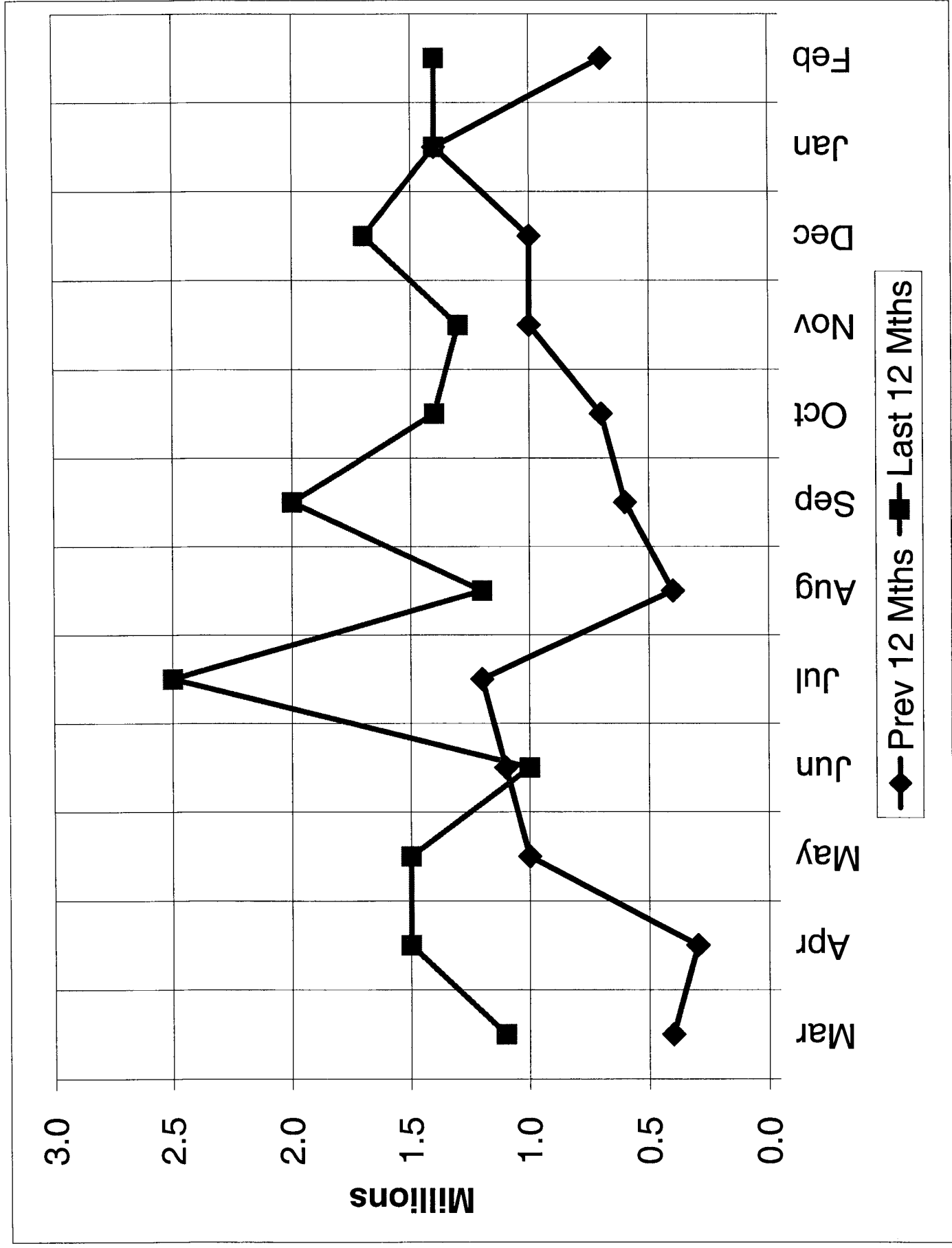
SCAG's General Fund expenses are running at 39% of budget. The total budget is \$1.1 million and actual expenses are \$0.4 million. This is a favorable variance of approx. \$0.31 million in the eight month period ending February 2004. The variance is primarily attributable to lower legal expenses, interest on the LOC and the elimination of the Caltrans Rapid Pay fees.

PC Docs 96832

Cash Receipts and Disbursements - Last 24 Months



Unrestricted Cash Status Comparison



Attachment 3

Comparative Cash Flow Summary
FY04 vs. FY03
Month of February and Year to Date

Categories	February 2004	February 2003	Variance \$	Variance %	July 1, 2003 To Date	July 1, 2002 To Date	Variance \$	Variance %
Working Capital Beginning of Period:	\$ 1,479,350	\$ 1,434,372	\$ 44,978	3%	\$ 1,218,032	\$ 1,202,431	\$ 15,601	1%
Receipts:			-					
Grants	250,515	2,858,301	(2,607,786)	-91%	18,403,328	21,596,266	(3,192,938)	-15%
TDA	-	-	-	0%	995,000	1,000,000	(5,000)	-1%
Membership Dues	2,246	-	2,246	0%	964,487	926,601	37,886	4%
LOC Draws	1,417,000	1,545,500	(128,500)	-8%	13,271,000	16,873,500	(3,602,500)	-21%
Miscellaneous	14,798	-	14,798	0%	83,265	576,191	(492,926)	0%
	-	-	-					
Total Receipts	1,684,559	4,403,801	(2,719,242)	-62%	33,717,080	40,972,558	(7,255,478)	-18%
Disbursements:								
Total Disbursements	1,779,996	2,498,148	(718,152)	-29%	18,812,843	24,206,257	(5,393,414)	-22%
LOC Payments	-	2,602,000	(2,602,000)	-100%	14,738,355	17,230,707	(2,492,352)	-14%
	-	-	-					
Total Disbursements	1,779,996	5,100,148	(3,320,152)	-65%	33,551,198	41,436,964	(7,885,766)	-19%
Working Capital End of Period:								
	\$ 1,383,913	\$ 738,025	\$ 645,888	88%	\$ 1,383,913	\$ 738,025	\$ 645,888	88%

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**Southern California Association of Governments
Agency Wide Budget vs. Expenditures and Commitments**

	Period: July - February	Budget	Feb	YTD to Feb	Balance	Pct	Commitments	YTD + Comm	Balance	Pct

Southern California Association of Governments
Agency Wide Budget vs. Expenditures and Commitments

	Period: July - February	Budget	Feb	YTD to Feb	Balance	Pct	Commitments	YTD + Comm	Balance	Pct
58600	NARC BOARD EXPENSE	4,500	-	-	4,500	0%	-	-	4,500	0%
58700	RC APPROVED COSTS	82,300	-	9,239	73,061	11%	-	9,239	73,061	11%
58999	UNALLOCATED RESERVE	44,888	-	-	44,888	0%	-	-	44,888	0%
60001	VACATION LEAVE	-	18,202	89,643	(89,643)	0%	-	89,643	(89,643)	0%
60002	SICK LEAVE	-	-	-	-	0%	-	-	-	0%
60020	SICK LEAVE BUYBACK	-	(1,343)	(9,886)	9,886	0%	-	(9,886)	9,886	0%
60100	SEVERANCE/VAC REBATE	-	-	58,719	(58,719)	0%	-	58,719	(58,719)	0%
60110	RETIREMENT-PERS	628,221	114,708	612,365	15,856	97%	-	612,365	15,856	97%
60200	HEALTH INS.	755,424	60,016	462,449	292,975	61%	-	462,449	292,975	61%
60210	DENTAL INS.	81,000	8,185	60,967	20,033	75%	-	60,967	20,033	75%
60220	VISION INS.	28,477	2,408	18,757	9,720	66%	-	18,757	9,720	66%
60225	LIFE INSURANCE	127,300	8,645	66,052	61,248	52%	-	66,052	61,248	52%
60230	MED/DEN REBATE	232,776	23,769	188,540	44,236	81%	-	188,540	44,236	81%
60240	MEDICARE TX EMPLRS	130,280	9,501	74,315	55,965	57%	-	74,315	55,965	57%
60300	TUITION REIMBURSEMENT	10,000	-	60	9,940	1%	-	60	9,940	1%
60310	BUS PASSES	55,665	960	15,220	40,445	27%	-	15,220	40,445	27%
60320	CARPOOL REIMBURSEMENT	5,000	245	2,205	2,795	44%	-	2,205	2,795	44%
60330	BUS PASS-TAXABLE	34,335	4,963	29,769	4,566	87%	-	29,769	4,566	87%
60400	UNEMP/WORKCOMP IN	240,000	58,930	521,455	(281,455)	217%	-	521,455	(281,455)	217%
60410	MISC. EMP. BENE	25,000	-	-	25,000	0%	-	-	25,000	0%
60415	SCAG 457 MATCH	61,000	8,331	39,906	21,094	65%	-	39,906	21,094	65%
60450	BENEFITS ADMIN FEES	4,000	228	1,892	2,108	47%	-	1,892	2,108	47%
	Grand totals:	31,246,940	1,791,150	14,227,386	17,019,554	46%	8,242,208	22,469,593	8,777,347	72%

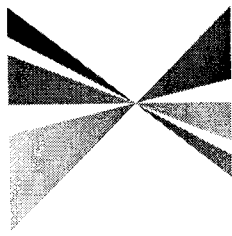
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**Southern California Association of Governments
General Fund Budget vs. Expenditures and Commitments**

	Period: July - February	Budget	Feb	YTD to Feb	Feb Balance	Pct	Commitments	YTD + Comm	Balance	Pct
9001 ALL STAFF		13,040	3,236	6,568	6,472	50%	-	6,568	6,472	50%
9901 FRINGE BENEFIT BRDN		6,099	2,284	3,332	2,767	55%	-	3,332	2,767	55%
9914 IC BURDEN		20,861	6,017	9,876	10,985	47%	-	9,876	10,985	47%
9916 IC ADJUSTMENT		-	-	915	(915)	0%	-	915	(915)	0%
54340 LEGAL		200,000	-	13,402	186,598	7%	-	13,402	186,598	7%
54350 PROFESSIONAL SVC		280,000	100	155,180	124,820	55%	125,095	280,275	(275)	100%
55600 SCAG MEMBERSHIPS		-	-	11,985	(11,985)	0%	1,000	12,985	(12,985)	0%
55730 CAPITAL OUTLAY		25,000	-	-	25,000	0%	-	-	25,000	0%
55910 RC/COMMITTEE MEETIN		20,000	1,338	10,068	9,932	50%	-	10,068	9,932	50%
55920 OTHER MEETING EXPENS		15,000	-	-	15,000	0%	-	-	15,000	0%
55930 MISC. OTHER		10,000	-	18,533	(8,533)	185%	-	18,533	(8,533)	185%
55940 STIPEND-RC MTG		130,000	11,540	74,500	55,500	57%	-	74,500	55,500	57%
55970 INTEREST ON BANK LOC		160,000	-	46,330	113,670	29%	-	46,330	113,670	29%
55972 RAPID PAY FEES		135,000	-	51,521	83,479	38%	-	51,521	83,479	38%
55980 CASH CONTRIBU PROJ		10,000	-	9,639	361	96%	-	9,639	361	96%
58100 TRAVEL		17,000	3,916	14,565	2,435	86%	-	14,565	2,435	86%
58200 TRAVEL-REGISTRATION		3,000	54	2,194	806	73%	-	2,194	806	73%
58500 AMPO BOARD EXPENSE		3,200	-	1,414	1,786	44%	-	1,414	1,786	44%
58600 NARC BOARD EXPENSE		4,500	-	-	4,500	0%	-	-	4,500	0%
58700 RC APPROVED COSTS		82,300	-	9,500	72,800	12%	-	9,500	72,800	12%
Grand totals:		1,135,000	28,485	439,524	695,476	39%	126,095	565,619	569,381	50%

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SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

Main Office

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12th Floor

Los Angeles, California

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Riverside County: Marion Ashley, Riverside County • Ron Loveridge, Riverside • Jeff Miller, Corona • Greg Pettis, Cathedral City • Ron Roberts, Temecula • Charles White, Moreno Valley

San Bernardino County: Paul Biane, San Bernardino County • Bill Alexander, Rancho Cucamonga • Edward Burgnon, Town of Apple Valley • Lawrence Dale, Barstow • Lee Ann Garcia, Grand Terrace • Susan Longville, San Bernardino • Gary Ovitt, Ontario • Deborah Robertson, Rialto

Ventura County: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Charles Smith, Orange County

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

MEETING Of the

ADMINISTRATION COMMITTEE

Thursday, April 1, 2004

9:00 a.m. – 9:45 a.m.

SCAG Offices

818 W. 7th Street, 12th Floor

**San Bernardino A and B Conference
Rooms**

Los Angeles, California 90017

(213) 236-1800

Agenda Enclosed

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Deby Salcido at (213)236-1993 or salcido@scag.ca.gov

SCAG, in accordance with the American with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. If you require such assistance, please contact SCAG at (213) 236-1868 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1868.

ADMINISTRATION COMMITTEE

AGENDA

	PAGE #	ACTIONS
1.0 <u>CALL TO ORDER</u>		
2.0 <u>PUBLIC COMMENT PERIOD</u> -- Members of the public desiring to speak on an agenda item, or agenda items not on the agenda, but within the purview of this committee, must notify the Secretary and fill out a speaker's card prior to speaking. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The Chair may limit the total time for comments to twenty (20) minutes.		
3.0 <u>CONSENT CALENDAR</u>		
3.1 <u>Approval Items</u>		
3.1.1 <u>Approval of March 4, 2004 Minutes Attachment</u>	122	
3.1.2 <u>Approve Proposed Date, Location & Budget For SCAG's 2004 Retreat RC Attachment</u>	10	
3.2 <u>Receive & File</u>		
3.2.1 <u>Contracts & PO's between \$5,000-\$25,000 RC Attachment</u>	11	
3.2.2 <u>Conflict of Interest Listing RC Attachment</u>	12	
3.2.3 <u>Summary of Key Issues and Actions Taken by the Policy Committees in February RC Attachment</u>	13	
4.0 <u>ACTION ITEMS</u>		
		Councilmember Dixon, Chair
4.1.1 <u>Proposed Sublease – Eastside of The 9th Floor Space Attachment</u>	16	
Recommended Action: Approve		
4.1.2 <u>Report from By-Laws Committee RC Attachment</u>		

Admin. Comm. Agenda – Salcido
04/01/04 - DOCS #97096



ADMINISTRATION COMMITTEE

AGENDA

		PAGE #	ACTIONS
5.0	<u>INFORMATION ITEMS</u>		
5.1	<u>Monthly Financial Report Attachment</u>	Bert Becker, CFO 114	
5.2	<u>Draft FY 2004-05 Overall Work Program</u>	Janet Henderson Sr. Regional Planner	
5.3	<u>ADA Requirements</u>	Karen Tachiki Legal Counsel	
5.4	<u>Watershed Grant</u>	Hasan Ikhrata Director of Policy and Planning	
5.5	<u>Audit/Best Practices Sub-Committee Report</u>	Councilmember Tyler, Chair	
5.6	<u>Personnel Sub-Committee</u>	Councilmember Proo	
6.0	<u>FUTURE AGENDA ITEMS</u>		
	Any committee members or staff desiring to place items on a future agenda may make such request. Comments should be limited to three minutes.		
7.0	<u>ANNOUNCEMENTS</u>		
8.0	<u>ADJOURNMENT</u>		
	The next meeting is scheduled for Thursday, May 6, 2004 at the Hyatt Regency Downtown Los Angeles.		

Admin. Comm. Agenda – Salcido
04/01/04 - DOCS #97096

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
Administration Committee Minutes
March 4, 2004

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE ADMINISTRATION COMMITTEE. AUDIO CASSETTE TAPES OF THE MEETING ARE AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Administration Committee of the Southern California Association of Governments held its meeting at the SCAG Offices, 818 W. 7th Street, 12th Floor, Los Angeles, CA 90017. The meeting was called to order by the Chairperson, Mayor Richard Dixon, City of Lake Forest. There was a quorum.

1.0 CALL TO ORDER

Chairman Richard Dixon called the meeting to order at 9:09 a.m.

Committee Members Present:

Mayor William Alexander	City of Rancho Cucamonga
Councilmember Ron Bates	City of Los Alamitos
Mayor Richard Dixon	City of Lake Forest
Mayor Lee Ann Garcia	City of Grand Terrace
Mayor Pro-Tem Sandy Jacobs	City of El Segundo
Supervisor Hank Kuiper	County of Imperial
Councilmember Keith McCarthy	City of Downey
Supervisor Judy Mikels	County of Ventura
Councilmember Bev Perry	City of Brea
Mayor Ron Roberts	City of Temecula
Councilmember Sidney Tyler	City of Pasadena
Councilmember Toni Young	City of Port Hueneme

Committee Members Absent:

Mayor Pro-Tem Harry Baldwin	City of San Gabriel
Mayor Pro-Tem Mike Dispenza	City of Palmdale
Councilmember Alta Duke	City of La Palma
Mayor Ron Loveridge	City of Riverside
Councilmember Pam O'Connor	City of Santa Monica
Mayor Pro-Tem Greg Pettis	City of Cathedral City
Mayor Pro Tem Bea Proo	City of Pico Rivera
Councilmember Dennis Washburn	City of Calabasas
Councilmember Bob Yousefian	City of Glendale

Staff Present:

Bert Becker	Chief Financial Officer
Ed Paul	Internal Auditor
Charlie Wagner	Acting Manager of Finance

Others Present:

Zahi Faranesh	SCAG
Janet Henderson	SCAG
David Huang	SCAG
Ty Schuilling	SANBAG

Others Present (Cont'd)

Sondra Balmir	FTA/FHWA
Brad Buller	City of Rancho Cucamonga
Catherine McMillan	CVAG
Jen Juroski	CHS

2.0 PUBLIC COMMENT PERIOD

None

3.0 CONSENT CALENDAR

The Consent Calendar was MOVED (Mayor William Alexander), SECONDED (Councilmember Bev Perry) and UNANIMOUSLY APPROVED.

3.1 Approval Items

3.1.1 Approval of February 5, 2004 Minutes

3.1.2 Approval of Contracts (Pulled by Councilmember Sidney Tyler)

- Cerrell Associates
- System Metrics Group, Inc.

The Item was MOVED (Councilmember Sidney Tyler), SECONDED (Mayor Lee Ann Garcia) and UNANIMOUSLY APPROVED.

3.1.3 Approve FAA Grant Authorization for \$925,550

3.1.4 Approve Proposed State Legislative Briefing in Sacramento (Pulled by Councilmember Bev Perry)

Approved with the following amendment: Plan for eight (8) Regional Council members attendance and budget accordingly for the proposed State Legislative briefing in Sacramento.

The Item was MOVED (Councilmember Bev Perry), SECONDED (Supervisor Hank Kuiper) and UNANIMOUSLY APPROVED.

3.1.5 Approve Proposed Date, Location & Budget for SCAG's 2004 General Assembly

3.1.6 Approve Resolution #04-450-1 to add Pre-Tax Parking Reimbursement Plan for employee benefits

3.1.7 Approve Co-sponsorship of California Congressional Delegation Reception

Councilmember Bev Perry raised concern with the budget for SCAG's participation.

The items was MOVED (Councilmember Toni Young), SECONDED (Supervisor Ron Roberts), and APPROVED with TWO (2) OBJECTIONS.

3.1.8 Approve Proposed Cooperative Agreement With the Caltrans Storm Water Program

3.2 Receive & File

3.2.1 Contracts & PO's between \$5,000-\$25,000

3.2.2 Conflict of Interest Listing

3.2.3 Summary of Key Issues and Actions Taken by the Policy Committees in February

4.0 ACTION ITEMS

4.1 Administration Committee Report

4.1.1 FY 2004-2005 Overall Work Program

Janet Henderson, SCAG Senior Regional Planner, presented an overview of the item. She informed the Committee that all materials were submitted to Caltrans on time, meeting their March 1st deadline and the OWP objectives are in line with the Federal planning emphasis areas and the Regional Council priorities.

The Item was MOVED (Mayor William Alexander), SECONDED (Mayor Pro-Tem Sandy Jacobs) and UNANIMOUSLY APPROVED.

4.1.2 FY 2004-2005 General Fund Budget and Dues

Bert Becker presented an overview of the item.

It was MOVED (Mayor Lee Ann Garcia), SECONDED (Councilmember Toni Young), and UNANIMOUSLY APPROVED to recommend approval of Alternative #1 (1.8% CPI Increase) and the FY 2004-2005 General Fund Budget.

4.1.3 Revised FY 03-04 Agency-Wide Budget (including Fringe and Indirect Budgets) pursuant to Budget Amendment #1

It was MOVED (Councilmember Toni Young), SECONDED (Supervisor Hank Kuiper) and UNANIMOUSLY APPROVED.

4.1.4 Consideration of Proposed By-Laws Amendment

Mayor Richard Dixon gave an overview of recommended By-Laws amendments from the By-Laws Sub-Committee. Action on the By-Laws will not be taken until next month. Any comments should be provided as soon as possible for consideration. The recommendation is to defer action for one month.

It was MOVED (Councilmember Keith McCarthy), SECONDED (Councilmember Toni Young) and UNANIMOUSLY APPROVED.

5.0 INFORMATION ITEMS

5.1 Monthly Financial Report

Bert Becker informed the Committee that the Budget Amendment #1 was approved on February 26 and we are in the process of amending contracts as necessary.

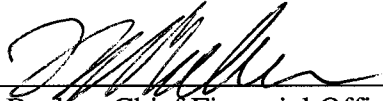
Councilmember Sidney Tyler presented an overview of the Audit/Best Practices Subcommittee meeting held with Caltrans Audit staff on February 18.

6.0 FUTURE AGENDA ITEMS

7.0 ANNOUNCEMENTS

8.0 ADJOURNMENT

Chairman Richard Dixon adjourned the meeting at 10:09 a.m.

A handwritten signature in black ink, appearing to read 'B. Becker', is written over a horizontal line.

Bert Becker, Chief Financial Officer
Staff to the Administration Committee